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CBW
Coach and Bus Week
The PSV industry's news weekly Issue 278 19 July 1997

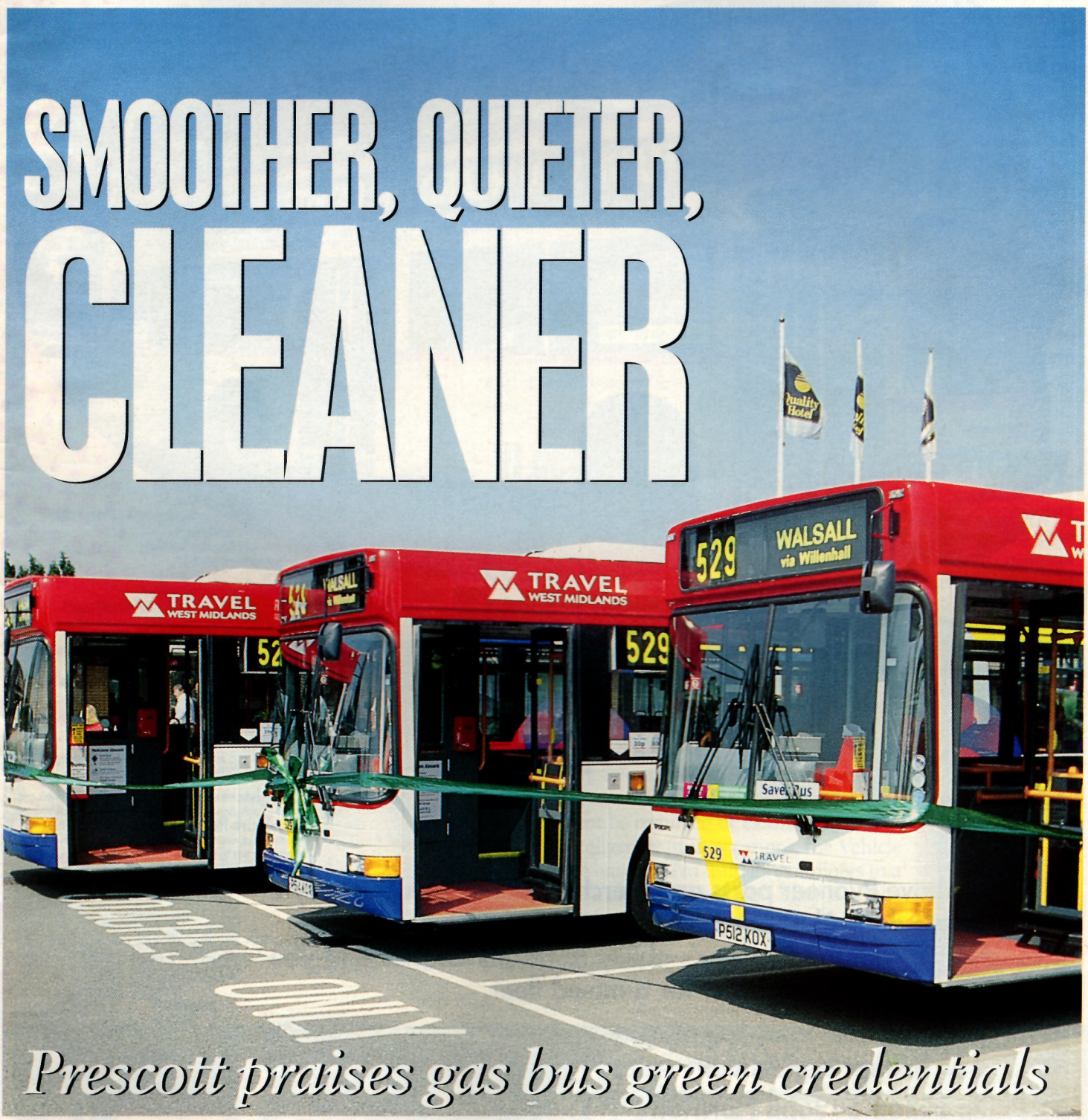
INTER, THE NEXT CENTURY

New-generation Irizar/Scania tested

BLACK DAY FOR PRINCE

Leeds fleet cut by half at inquiry

SMOOTHER, QUIETER, CLEANER



Prescott praises gas bus green credentials

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is published by Emap Automotive, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
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Back issues 0181 956 3062
***CBW* is available only by pre-paid subscription**
Annual subscription UK £49 per year
Annual Subscription Europe and Eire £92. Overseas £124
All rates include postage
Typesetting and origination:
Goodfellow & Egan, Orton Southgate, Peterborough
Printing: William Gibbons, Wolverhampton
Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS

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ISSN 1351-3877
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EDITORIAL

Backing best of British buses

LISTENING TO deputy prime minister John Prescott enthuse about the future of the bus is like being in the presence of an evangelist.

"I'm a great fan of the bus," he declared at the launch of Travel West Midland's £2 million fleet of gas buses.

Despite the recent extravagant hike in diesel duty, it was music to the ears of the bus industry representatives present. And, as they struggled to keep up with the pace of his oratory, the messages were pumped out with the growing conviction of a boxer who had his opponent on the ropes.

The knockout blow came on the end of a rather hollow compliment: "The bus is about the best bet we've got," he said, but this was followed by the winning blow — "Light rail is too expensive."

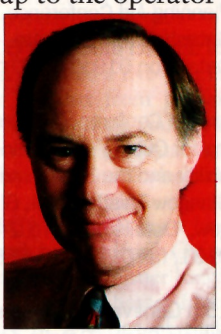
Mr Prescott capped this performance by throwing down a gauntlet which the industry cannot afford to ignore.

In the wake of the Government's total commitment to the Millennium exhibition at Greenwich, the offer is to use this showpiece to prove that the bus — the British-built bus — is the answer to our transport, congestion and environmental challenges. Technology for the next century will take centre stage in the Millennium Dome, so why not the bus for the future? It will probably be a guided system and it will need to be as close to zero emission as is technically possible. But most of all it will be the best of British.

VI action little more than crass trickery

THE DECISION by the north western deputy traffic commissioner to endorse the current Vehicle Inspectorate practice of altering prohibition notices after they have been issued is an affront to common sense. Formby Coaches is not the first operator to have to protest at a deliberate attempt to 'trip up' its defence at inquiry. Whether the rules allow it or not, to issue a PG9 then furtively add the dreaded 'S' — indicating significant maintenance failure — as an afterthought is clearly little more than crass trickery.

In the deputy traffic commissioner's view, to do so while, at the same time, sending copies of the newly-sprung trap to the operator is OK. It is not. The vehicle examiners at the scene of the inspection should be capable of deciding whether the evidence before them — which cannot be removed or examined later — indicates negligence. If they cannot, the Vehicle Inspectorate has failed to train its examiners to a standard befitting their position. They have the livelihoods of people in their hands.



MIKE MORGAN *Editor*

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events

12 August: First CPT Wales Golf Classic, Celtic Manor, Newport, Gwent. Details from Allan Edmondson, secretary CPT Wales, tel 0171 379 8675, fax 0171 240 6565

1-2 September: Bus deregulation 10 years on, PTIU conference, Mechanics Institute, Princess Street, Manchester. Details on 0161 236 1970, fax 0161 228 6339, e-mail: ptiu@premier.co.uk

1-4 September: PTRC European Transport Forum, Brunel University. International Conference to Highlight Quality Buses. Details on 0181 741 1516, fax 0181 741 5993, e-mail ptrc@cityscape.co.uk

1-5 September: 25th European Transport Forum Annual Meeting, Brunel University, Uxbridge, London. Details and full copies of call for papers on 0181 741 5993, fax 0181 741 5993

9-11 October: Coach and Bus 97, National Exhibition Centre, Birmingham. Contact Steve Rooney, on 0171 240 5800, fax 0171 240 5805

16-18 October: Mitcar, Paris. Details 00 33 141 299727

17-22 October: Coach and Bus '97, Hallen, Kortrijk, Belgium. Details 00 32 51 226060

21 November: National Planning Aid Conference, Gateshead Civic Centre. Details on 0191 222 7812

24-26 November: CPT Annual Conference, 'Operating for Quality — Sustainability and the Environment', Glasgow Thistle Hotel, Glasgow. Details on 0171 240 3131, fax 0171 240 6565

16-22 January 1998: 15th Geneva Commercial Vehicle Show. Details on +41 22 761 11 11

23 January 1988: *CBW's* Coach Industry Awards, Metropole Hotel, NEC. Full details in a future issue of this magazine

5 February: CPT Annual Dinner, Grosvenor House, London W1

Deputy PM steers industry towards Millennium showcase

Prescott gives a vote of confidence to bus

By Mike Morgan

DEPUTY prime minister and transport supremo John Prescott gave bus travel a top-level vote of confidence at the official launch of the UK's largest fleet of gas-powered buses last week.

"The bus is about the best bet we've got," he said and, to reinforce the point, he offered the industry a chance to put the bus at the fore of public thinking for the next century.

Light rail is too expensive, he said. "But we need more exciting designs... other countries can do it, so why can't we?" Next came the challenge of an opportunity to steer the bus into the next Millennium.

Internal transport will be needed at the Greenwich Millennium Exhibition and Mr Prescott claimed that this would be the showcase where the bus industry could provide the ideal cost-effective solution.

Speaking at the launch of Travel West Midlands' £2 million fleet of gas buses, Mr Prescott's rapid-fire delivery held the invited audience spell-bound as his wide-ranging presentation diverted frequently from the prepared text. Confessing to be a great fan of the bus, Mr Prescott said the bus must have an important role in the future. "The bus has a great deal to offer," he said. However, he claimed that the question was how to integrate and the motivation is the need to cut the effects of congestion.

"The environment is not a threat, it's a challenge," he said, praising the lower emissions available from the use of alternative fuels such as CNG as used by TWM.

"Today's launch is good news at a time when we need to do all we can to fight pollution and improve the air we breath. Emissions from these vehicles will be around 60 per cent lower than that of traditional buses."

Effectively linking his all-embracing transport/environment brief, Mr Prescott stressed this country's wider responsibilities. "It's not just a global economy but also a global environment," he said, "and we've all got to look at

Just say R – and make the news in your favourite mag

THE search is on for the first R registration coach or bus to go into the service on 1 August. In two weeks time on Friday 1 August it's R-Day and, if this year goes according to form, operators who have been holding back from the temptation to put the last of the P-plates on the road will have their new coaches or buses ready to roll for the big occasion.

Someone will be first to put an R-reg PSV on the road. Will it be a coach operator putting his or her latest flagship on duty for that privileged private hire, or will it be a bus company rostering the latest vehicle to join the fleet for that early turn? If you think you're in with a chance, let us know.

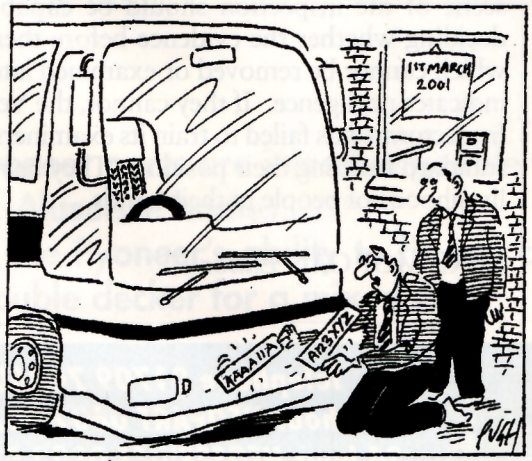
At least you'll get the added kudos of coverage in your favourite industry news weekly — perhaps we might give the winning operator a surprise memento of the occasion.

Meanwhile, this year could well be the last time that operators plan their new vehicle intake with the 'year identifier' in mind.

A Government decision is imminent on a new system that could bring about a change of letter twice a year on 1 March and 1 September starting in 1998. So look out for S reg next Spring and T reg in the Autumn.

When the alphabet is exhausted the proposal from the SMMT is for new number plates — still with seven digits but configured with four letters, two numbers and a final letter which would be the age identifier: AAAA 33 B.

● *Contact CBW editorial on the usual number and we'll aim to get a photographer to mark the event.*



"WE CAN'T HAVE THE PASSENGERS THINKING WE HAVEN'T BOUGHT A NEW COACH.".

Seasonal crackdown under way

THE SEASONAL spot checks on coaches are gathering pace nationwide. Operation Tourist has already been announced by Avon and Somerset Constabulary, involving one-third of the country's police forces (*CBW*, 12 July), and last week Essex Police carried out a repeat programme of random safety checks on school buses in the Chelmsford area.

Of 20 vehicles inspected, only three were found to be free of defects. One was issued with an immediate prohibition for excess smoke, a jammed emergency door and oil leaks. Seven were issued with delayed prohibition notices and six with notices advising the operator of minor defects. One vehicle was found to have no O-licence and the driver, who is also the owner, had no PCV licence and no insurance. A file is to be sent to the Crown Prosecution Service.

● *Latest editions of the VI's PSV inspection manual go on sale from 21 July at £25 each.*

Deputy prime minister John Prescott: 'Launch is good news when we need to do all we can to fight pollution'

what we can do to improve it. We have set ourselves a challenging target of reducing carbon dioxide emissions by 20 per cent below 1990 levels by 2010. This project, the single largest fleet order of its kind in the United Kingdom to date, will help us achieve that target."

Defending the greater intervention of his Government in transport planning and regulation, Mr Prescott said: "We have a role to play. It's a question of working together so we can have an integrated system, integrated thinking and an integrated policy."

Operators reeling from Budget

ACROSS the industry coach and bus operators are nursing their wounds after feeding the increase in diesel costs into their profit and loss forecasts.

The Labour Government's short-notice Budget added 18p to each gallon of diesel; more, indeed than the five per cent promised by the previous administration (*CBW*, 12 July).

Operators' response was, at first, cautious, FirstBus chief executive Moir Lockhead saying that the group would be studying the implications but noting that the increase is greater and much earlier than expected.

Obvious effects across the industry as a whole, apart from reduced profitability, will be a hike in bus fares and coaching rates and a cutback on investment. However, the most serious ramifications could be for operators with London Transport Buses contracts which leave the fuel cost and fuel duty risks with the operators — whether gross or net cost tenders and for the full five years.

The plcs — Stagecoach, Go-Ahead Group, FirstBus — will each have extra exposure of hundreds of thousands of pounds. Worse off still be the small operators, according to a *CBW* source. Encouraged by London Transport to win tenders at lower margins to keep the market competitive, many now face the prospect of running losses as the higher duty cuts in.

So far London Transport has not shown its hand but unless it is prepared to help operators, big or small, it is believed that operators preparing future bids will increase their margins — and potential entrants may think twice about the risks involved.

Access contract is won by Springfield

SPRINGFIELD Coaches of Wigan has won the five-year contract for the operation of service 603 Easylink Mark 2 from Billinge to Platt Bridge. And the operator has bought three, R-reg 10.7-metre Optare Excels to run the service.

The contract is underwritten by Greater Manchester Passenger Transport Executive, which has also contributed towards the cost of the easy-access vehicle. Five drivers have already been through specific training courses and a regular rota will be used to crew the wheelchair-accessible service.

An earlier group of services, supported by the Wigan City Challenge, has run under the Easylink banner for the last three years and is operated by Cowie Group subsidiary North Western using four Plaxton-bodied Dennis Darts.

Ready to roll: Springfield Coaches has bought these Excels for the 603 route

Springfield proprietor Bill Tresize said the contract was currently being operated by a pair of Optare MetroRiders because it seemed pointless to introduce P-registered vehicles at this stage of the year. "The PTE will be giving the uprated route a big send off next month, so we felt it appropriate to let the public know these are brand-new vehicles."

BUSES IN BRIEF

● LONDON United, one of the two remaining independent former London Buses bus-operating companies, has moved closer to acquisition by French company, Transdev which has proposed a takeover of the management/employee-owned company valued at £41.35 million. The offer is conditional on 75 per cent approval of the London United shareholders but approximately 70.6 per cent of the issued equity share capital is already conditionally committed to Transdev.

● **FIRSTBUS, Britain's biggest bus company, is talking to Ireland's state-owned coach and bus company, CIE. Although, Ireland's transport minister Mary O'Rourke says there are no immediate plans for privatisation, it is no secret that FirstBus is keen to move into European countries as new public procurement rules drive forward increased commercialisation of bus services.**

● ALL BUT one of nine local authorities gathering in Edinburgh last week have agreed to pursue the possibility of a passenger transport authority for south-east Scotland. The meeting, called by City of Edinburgh Council, (CEC) included representatives from Fife, East Lothian, West Lothian, Midlothian, Scottish Borders, Falkirk, Stirling and Clackmannan. CEC transport convener David Begg is 'encouraged' by the support.

● **COWIE South London has been awarded a five-year net cost contract from January 1998 to operate route 109 between Trafalgar Square and Purley using double deckers.**

● JAIL TERMS have been passed by Bradford Crown Court on two former Keighley & District bosses found guilty of a series of thefts which cost the company more than £400,000. General manager David Moore, 54, was jailed for three years and finance director, Roy Kelk, 48, was sentenced to two years and three months. In addition, booking office manager John Meiehofer, 54, was jailed for two years.

in brief

■ **GLENDA Jackson, transport minister responsible for buses, launched a Confederation of Passenger Transport travel guide for persons with disabilities at the Mobility Roadshow held at Crowthorne last week. Access 97 lists CPT members with adapted vehicles and a list of helplines, care associations etc.**

■ **IN our Legal News story about the Flintshire-based bus operations run by Alan Kerfoot-Davies we inadvertently referred to the company as KB Coach Hire (*CBW*, 21 June). However, this should have been KD Coach Hire. We apologise for any misunderstanding which may have occurred.**

■ **THE Department of Trade and Industry has approved National Express Group's acquisition of Merry Hill Minibuses and Virgin Rail Group's acquisition of InterCity West Coast. Neither will be referred to the Monopolies and Mergers Commission.**

■ **THE number of callers to the Nottinghamshire County Council Buses Hotline has reached 250,000 in just two years. The service provider is The Way Ahead Group and it regularly handles in excess of 600 calls each day about all bus services in the county and the Robin Hood Line rail service.**

■ **FIVE years to the day after the Queen opened the Metrolink tram system, Greater Manchester Passenger Transport Authority starts work this week on the first light-rail extension in the country, to Eccles via Salford Quays.**

■ **THE Oxford Bus Company's new range of its Freedom Zone Passes meets the needs of a family group. The passes offer one-day's unlimited travel on all Cityline buses for two adults and two children, offering up to £4.80 saving on existing individual passes.**

Fleetmaster's QVC is designed for buyers of older coaches

Secondhand but not second rate

By Mike Morgan

A FRESH APPROACH to used coach selling - QVC - is promised by Fleetmaster Bus & Coach of Horsham.

QVC is a package designed for buyers of older coaches. Selected vehicles will be re-trimmed and repainted with re-panelling carried out where considered necessary.

In addition Fleetmaster will give 12 months MoT and six months road tax — and free delivery anywhere on the UK mainland.

Fleetmaster managing director, Steve Swain said: "With QVC — Quality Value Coach — we are selling vehicles which are ideal for operators running local hires or contracts.

"The aim is to provide a high-quality service. I believe that an operator spending £30,000 on a coach deserves the same level and quality of service as one spending £100,000."

Mr Swain says Fleetmaster is not pretending that QVC is about front-line Continental grand tourers. He says the aim is to give operators a vehicle such as a stock 1984/5 Leyland Tiger with Plaxton Paramount Express body selling for £25,000, which can be ready for work the minute it is driven away.

In addition to the basic package, extras can include private number plates, membership of IRS in the UK and fitment of seatbelts by Elite Services.

Steve Swain: 'aim is quality service'

My Guide is either portable or a fixed system

Advanced audio tour system is hi-tech in any language

A LEADING Israeli engineering company has launched a new multilingual audio tour guide system. Using advanced digital technology, the new system is manufactured by Espro and called My Guide.

It offers eight hours of recorded information in up to 20 languages and is available either as a portable wand or as an installed unit fixed to the seat. In both cases the central audio unit can serve up to 100 passengers at a time.

The fixed unit is recommended if passengers stay on the vehicle, where it offers the added advantage of being under the control of the driver, leaving tourists to select their own language.

● *For further information contact Ian Haddon Associates - tel/fax 01734 321332.*

Celebrations as BOVA sells its 5,000th integral coach

BOVA, the Dutch manufacturer, has sold its 5,000th integral coach and celebrated with a top-level presentation of a Futura to OAD of the Netherlands.

The Valkenswaard-based company built its first coach in 1931 and developed its first integral at the end of the 1960s. International acceptance of the Futura, the firm's third-generation integral launched in the early 1980s, followed.

Since then there have been 4,000 Futuras delivered and with this a total of 5,000 integral BOVA coaches has been reached.

Handover: OAD md JGJ Ter Haar (right) and Dutch minister Dr GJ Wijers

The Businessman's Bus

When we added the Prisma to the top of our range last year, we launched a superb, quality bus with businesslike appeal. Packed with customer-friendly features, the Prisma will ensure that your revenue stream keeps on coming in long after the cost is a distant memory.

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Optare have earned a name for innovation, and our purchasing schemes are no exception. We've developed an operational lease scheme for those who want predictable running costs. While our traditional hire purchase and leasing systems means that a flexible finance package can be designed to meet your business needs – and your bottom line. If you would like to know more please call us, business to business, on **0113 264 5182.**

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Lightweight Portaramp folds for storage behind driver

Portable ramp is adopted by TWM

A REVOLUTIONARY portable lightweight wheelchair ramp has been adopted by Travel West Midlands for its fleet of lowfloor buses.

A further order from Portaramp of Thefford, Norfolk, brings the total of ramps for TWM to 219.

The ramp is supplied for fitment to its fleet of Wrights-bodied B6LE buses. However, unlike the conventional automatic or manual ramps, the Portaramp is folded and stored behind the driver when not in use.

It weighs just seven kgs and its three panels fold for storage.

Model 39-996 TRI specified by TWM is 39 inches long, 33 inches wide and has a capacity of 300 kgs. It is designed by Portaramp for use when wheelchair uses demands non-kerb access. Drivers have to leave their seat, lift the ramp into place and replace after use.

● *For further details contact Portaramp on 01842 750186 or fax on 01842 750229.*

Seven companies control 70% of turnover

Profitability up due to economies of scale

By Mark Williams

BRITISH COACH and bus companies are increasing in profitability due to economies of scale rather than revenue growth, says a new report.

ICC's Business Ratio Report on the coach and bus industry confirms that 70 per cent of turnover is now in the hands of seven companies. But the consolidation which has improved margins may be coming to an end, says the report, as prices of new acquisitions harden.

As an average of 132 coach and bus companies, whose accounts are analysed in detail in the report, turnover is up three per cent (six per cent, 1994/95), profitability is up 18 per cent (35 per cent 1994/95) but ICC says it is all down to cost control.

Asset levels have increased 12 per cent. In 1995/96, 65 per cent of all assets were fixed assets, and 80 per cent of all fixed assets in the industry are vehicles and property. This is the result of investment in new vehicles.

"As a consequence of its profitability over recent years, the industry's balance sheet is in relatively strong shape," says the report. "Equity gearing now stands at a comfortable 45 per cent, although this figure has been deteriorating as companies have issued more debt to fund acquisitions."

The report suggests there are now around 60,000 people employed in the coach and bus industry, representing half of operating costs. Sales per employee rose 3.4 per cent in 1995/96, having risen almost seven per cent the previous year.

In a league table of profit margins, top of the list for 95/96 is Beeline Buzz, part of Cowie-owned British Bus Group, which turned in a staggering 38.6 per cent. Yorkshire Woollen came next with 27 per cent, Ensign Bus with 26 per cent, Hutchisons Coaches of Overtown, Strathclyde, achieved 25.2 per cent, and Northampton Transport 23.7 per cent.

Top coach-only company, with 18.3 per cent margin, was Excelsior Holidays of Bournemouth, and the remainder, all achieving below 20 per cent, were Midland Bluebird, Scottish Citylink, Teesside Motor Services and West Riding.

ICC tips rail service acquisition and expansion overseas as major opportunities: "Theoretically, UK bus operators should be able to enjoy significant success overseas. It is generally acknowledged that deregulation has turned the UK bus industry into one of the most efficient in Europe," says the report.

The report forecasts increasing ridership and further strengthening of the top five operators to a point where they control 75 per cent of the market. Networking of coach, bus and rail services is inevitable, it says.

● *ICC Business Ratios report, Bus & Coach Operators, costs £249 plus £3.45 post and packing, direct from ICC, on 0181 481 8720.*

Second-hand coach, new livery: Best Impressions has sharpened up the Harris image

New livery by design 'guru'

DESIGN guru Ray Stenning put the shine on the Harris Coaches livery with this smart paintwork on a second-hand Premiere 320.

The design put forward by Best Impressions has been adopted for all new vehicles joining the fleet which, at current replacement levels, should mean a complete livery change within three years. The new liver uses the existing colours of the Essex operator, but substitutes straight lines for curves, and uses a new Harris logo with a distinctive orange highlight stripe. The stripe is colour-keyed to the various areas of Harris' coaching.

The vehicle is a former Excelsior of Bournemouth vehicle in Harris' standard UK touring spec, with 49 seats and toilet. It joins a fleet of 19 coaches. Best Impressions has also provided the blue and green livery for Harris' fleet of buses serving Lakeside shopping centre.

Smoothly On To The Future

Wrights unique *Floline*® development in its new 12m Renown has solved a major loading and revenue problem bus operators are experiencing with some low entry buses. Research shows that they hamper passengers flow at the rear with their "Gallery" effect and the 2 or 3 step experience of "climbing to the upper deck". This often segregates the fit from the less mobile passenger and even fit travellers prefer the "lower deck".

Floline® does exactly what it says, smooths out the incline and encourages fit passengers to use all parts of the bus, while providing ample space for young mums with children and buggies, the elderly and disabled traveller. Moreover, DPTAC has approved it and local authorities will accept it.

Eliminated too is costly complex componentry associated with low floor buses and the need for expensive bonded windows. The engine and drive line is identical to conventional bus componentry, making it very competitive. Add to this an 85% standardisation across the Wright range, which reduces stocking and retraining costs, and the Wright Renown with Floline is an impressive, commercial citybus for operators who want to give their customers distinctive and affordable improvements in bus travel.

It's amazing but true that the Floline® step promises such a smooth and economic future.

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Black Prince has number of operating buses and local services cut by half

Buses 'a danger to public safety'

By Michael Jewell

Black day for Black Prince Coaches' buses as complaints from passengers lead to licences and services cuts

BLACK Prince Coaches' buses were found with serious brake defects, windows that could fall out at any time and, in one case, diesel fuel pouring out of the back. The faults were found by DoT vehicle examiners.

The firm, of York Cottage, Texas Street, Morley, Leeds, West Yorkshire, had the number of vehicles it is allowed to operate cut from 52 to 26, and the number of local services from 30 to 15, by North Eastern deputy traffic commissioner Mark Hinchliffe. The firm had appeared at previous disciplinary hearings in June 1995, when the duration of the licence was cut, and in May 1996, when the licence duration was again cut and the number of buses Black Prince was allowed to operate reduced from 62 to 52.

DoT vehicle examiner David Howram said he carried out an investigation in March after a complaint from a passenger about diesel fuel leaking from a bus, with a strong smell of diesel inside the bus. Three buses were immediately banned from the road when they were found to be dangerous at Leeds and Bradford bus stations. One bus had severe diesel fuel and oil leakage, with diesel fuel pouring out of the back, a second had sharp edges on broken bodywork which were likely to cause injury to passengers and the third had five windows so insecure they were likely to fall out.

When he examined nine buses in March, he put three off the road immediately. Two had serious brake defects and the third two very loose windows. In addition, he put delayed prohibition notices on three other buses requiring their brakes and fuel and oil leaks to be repaired within a stated time.

"There has been a high number of complaints from the public about smoke emission and vehicle condition," said Mr Howram. "Buses had continued to be used in an unfit condition and were a danger to public safety," he added.

The deputy commissioner said 13 prohibition notices had been issued since the last public inquiry, in nine cases it was said the vehicle would constitute an immediate danger if driven on the road.

"There have been more prohibition notices, with fewer buses than in the 12 months leading up to the last public inquiry," said Mr Hinchliffe.

Proprietor, Brian Crowther, said the firm had replaced many of the older buses. There had been problems with damage to buses caused by traffic management road bumps and on some of the older vehicles the fuel tanks had been rotting away. The loose windows had been a long-standing problem with a particular bus body and heavier duty rubber and brackets had been fitted.

"We provide 10 buses a day to Metro for schools services," said Mr Crowther, "and we have had no complaints from Metro."

The deputy commissioner said he had seen photographs of an upstairs window where daylight was clearly visible and there was compelling evidence that schoolchildren had been put at risk by that defect.

It was a problem of an old fleet, with safety inspections not up to scratch, said Mr Hinchliffe, and it was evidence that safety and vehicle maintenance had not been at the top of the firm's list of priorities. The pattern of prohibition notices had continued despite the previous public inquiries.

His decision would take effect in 28 days, and Mr Hinchliffe said he drew back from revoking the licence completely because of the efforts the firm was making.

Operators steer clear of school contracts

MANCHESTER's passenger transport executive has faced a 30 per cent increase in the cost of providing schools transport for next term, and admits that some tenders failed to attract a single bid.

Similar problems last year left GMPTE scouring the area for operators willing to serve certain routes and schools, and operators claimed vandalism and poor behaviour of pupils was to blame. This year, the price of some bids was deemed too high, and GMPTE is having to re-tender or negotiate direct with the bidder.

"We now spend more providing school services than we do on subsidising other service buses throughout the county," said PTE policy committee chairman Stan Skinkis. "We need more advance information from schools about pupil numbers, and we are talking to them about how we can get information to pupils before the start of the school year."

Staggered school starts have aided service provision, said a GMPTE spokesman, and the quality of the school bus fleet has improved, such that public transport officers have been impressed with the general standard of the 250 to 300 vehicles in use.

Reward offer for return of missing bus

BLUEBIRD buses of Aberdeen is offering a reward for the return of one its buses - believed to have been stolen by joy riders.

The 52-seat single decker was stolen from a local council compound in Inverurie. A spokesman for Grampian Police said: "It is a complete mystery. We have no idea where it has gone. It has just vanished off the face of the earth."

Bluebird general manager Iain Smart said: "This is a pretty rare happening in this area. "It is one of our older vehicles and is probably worth about £10,000 but it would cost about £120,000 to buy it new."

There is a cash reward for anyone giving information leading to the recovery of the vehicle. Anyone with information is asked to call Grampian police on 01467 620222.

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TWM policy paying off

Revamped 529 'proving a success'

Fourteen Volvo B10L Ultra lowfloors represent the largest gas bus fleet in the UK

COVER STORY

By Mike Morgan

THE REVAMPED 529 service linking Wolverhampton and Walsall is already generating passenger growth and Travel West Midlands, the bus operating arm of the National Express Group, expects a further increase with the introduction of a new CNG-powered fleet.

In May 1996 the route, which carried 10,000 passengers a day, benefited from new £100,000 Wrights-bodied B10B 48-seat single deckers working on a new six-minute headway with a 14-bus PVR to replace the previous eight-minute service operated by 10 ageing Metrobus deckers. The Black Country route was the first in the TWM network to be upgraded to the new fleet of modern single deckers with the added ingredients of improved passenger information and route branding.

The policy has already paid dividends, says the company, and its reward for the investment is a nine per cent growth in passenger numbers. Now, in recognition of the high levels of pollution in the area, the 529 is the focus of new attention as it plays host to the largest fleet of gas-powered buses in the country.

Fourteen CNG-powered Volvo B10L/Alexandra Ultra lowfloor 43 seaters — similar to the six employed by FirstBus in Northampton (*CBW*, 5 July) — have taken over from the B10Bs, promising cleaner, smoother and quieter bus travel. This £2 million fleet could be the first of many if it proves successful, says TWM, and it is partially subsidised by the Energy Saving Trust's Powershift programme which has contributed £125,000 to the total costs.

David Leader, chief executive of Travel West Midlands, said: "The combination of a clean, safe and reliable fuel coupled with an easy access facility provides an attractive alternative to the car —I'm sure that this new fleet will encourage more people to use buses."

TWM is investing £35 million in its lowfloor fleet of 302 single deckers. Its major commuter routes continue to require high-capacity vehicles and it is committed to buying lowfloor double decks.

Major manufacturers are known to be working on a UK lowfloor design — and most are expected to be previewed at the Coach & Bus 97 show at the NEC on 9-11 October — the only one to be announced so far is the £175,000 DAF Bus DB250-chassied Optare Spectra and TWM has ordered two.

Volume production of lowfloor double decks is expected in 1998.

Diesel price hike gives welcome fillip to gas power

EMISSIONS FROM DIESEL AND COMPRESSED NATURAL GAS BUSES

Engine type	Emissions - gms/kwh			
	NOx	CO	NMHC	Particulates
CNG Volvo B10L	1.0	0.5	0.2	less than 0.05
Diesel (pre Euro 2)	12.2	1.4	0.7	0.2
Diesel (Euro 2)	7.0	4.5	1.1	0.15

Key
NOx = oxides of nitrogen; CO = carbon monoxide; NMHC = non-methane hydrocarbons

(Source: Econtrans Teknik, Sweden)

THIS MONTH'S HIKE in diesel prices brought about by Chancellor Brown's first Budget has given gas-power the long-awaited advantage that could kick-start market growth for this type of alternative fuel. Volvo's Adrian Wickens says early indications from the first two weeks operation of Travel West Midlands 14 CNG-powered B10L Ultra lowfloors is that, at today's prices, they are saving 1p per kilometre.

Mr Wickens says operators who are going to put the effort in will be able to reap the benefit and suggests the big groups who are the ones most likely to deliver. Specification of the TWM B10Ls includes the Volvo GH 10 turbocharged and intercooled engine developed as a gas engine — it is not a diesel conversion. Gas cylinders are housed in the roof, adding 480kg to the unladen weight — so the gas-powered Ultras are the only ones of the type built without double-glazing.

The engine produces 245 bhp (180 kW) @ 2,000 rpm and 774 lbf ft (1,050 Nm) torque at 1,000-1,200 rpm and is linked to a ZF 5HP 500 auto gearbox with integral retarder.

Additional cost of CNG is put at between £35,000 and £40,000 per vehicle.

As part of the commitment to support the project, British Gas has supplied a filling station at TWM's Walsall garage.

Multi-modal ticketing up and running in September

INTEGRATED multi-modal ticketing will be up and running on 28 September promises Travel West Midlands chief executive David Leader.

In addition TWM is on target for having its timetables on the Internet by September and from this Winter new or modified TWM routes will provide feeder services to rail stations. However, integrated ticketing throughout the West Midlands region — and beyond — is thought to be the major breakthrough in getting more passengers on to the bus services.

Without being side-tracked by the different technologies used by rail and bus operators, Mr Leader is confident that the plan can be put into operation by the scheduled start date.

TWM's parent, National Express, runs the Central Trains franchise and passengers can start from rail stations not just in its traditional territory but from the neighbouring East Midlands conurbation. Competing bus operators will also take part in the scheme.

Mr Leader says existing ticketing systems will remain in place with a ticket issued on a bus accepted on a train and vice versa, using a zonal fare structure.

"Information is a key area," said Mr Leader at the launch of the TWM gas bus service in Walsall. "It's been a long-standing deficiency."

Publicity both on and off the 529 buses stresses the links with 100 bus routes, railway operators and the Midland Metro light rail when it comes on stream.

Leader: plans integration

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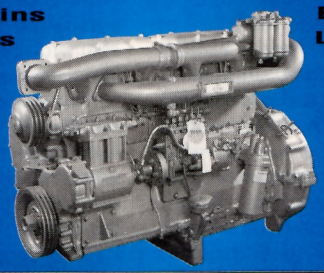

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M.O.T. APRIL 1998

1996 (August) DENNIS JAVELIN GX300 NEOPLAN TRANSLINER SHD 12M
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M.O.T. OCTOBER 1997

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M
49 recliners, grey/blue moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's berth, water boiler, coolbox, wired TV/video, power entrance door, finished all white.
M.O.T. JANUARY 1998

1989 SCANIA K113 PLAXTON PARAMOUNT 3500 12M
49 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, aircraft style lockers to hatracks, water boiler, fridge, wired TV/video, TELMA retarder, finished all white.
M.O.T. APRIL 1998

1988 DAF DKFL PLAXTON PARAMOUNT 3500 12M
49 recliners, grey/red moquette, rear sunken toilet, continental door, seat belts to all seats, tinted side windows, provision for driver's berth, wired TV/video, TELMA retarder, power entrance door, finished all white. **M.O.T. JUNE 1998**

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Fast forward: John Slatcher planning with new vigour

WA bid a 'diversion' from hotel purchases and

Shearings drives

By William Golden

SHEARINGS HOLIDAYS is launching an aggressive expansion drive financed by the cash that had been earmarked for the unsuccessful bid for its coach holiday rival, Wallace Arnold.

Chief executive John Slatcher said the Wallace Arnold offer had been an "interesting diversion" and the company would now focus on its original business plan "with renewed vigour and greater financial might."

This includes the acquisition of Shearings' 34th hotel and setting up a series of exclusive European and UK cruise charters. Mr Slatcher said the company was also reviewing its tactical marketing strategy and may return to price-led initiatives targeted at key rivals in the near future.

Last week, the board of the Barr and Wallace Arnold Trust announced that it had accepted an offer of more than £40 million for its Leisure Division from a management buyout team headed by Robert Barr, the division's chairman. The offer – believed to be nearly £42 million – beat the £34 million bid from Leisureplus, Shearings' parent company.

Mr Slatcher said: "The bid for Wallace Arnold was an interesting diversion but it was never part of the game plan when we completed our buyout from Rank. However, the legacy of the bid is the confidence which our backers have shown in the Shearings' management. This has equipped us with tremendous clout with which to pursue our business strategy with renewed vigour and determination.

"At the end of the day, we had bid what we felt was commercially sensible, when taking into account the size of profitability of the business and the significant synergy benefits of running the Shearings and WA brands in tandem.

"We were not prepared to fly in the face of commercial realities by adopting a strategy of winning at all costs."

Shearings' trading position has also boosted finances, with margins increased across all product areas by up to 20 per cent. This follows the reduction of its coach fleet from 320

Executive decision

PLANS to restructure the Coach Tourism Council by appointing a chief executive were approved unanimously by the council's board members last week.

They also agreed that the role should be filled by David Fenton, the current treasurer, who was recommended by chairman Chris Wales, who stood down at the meeting following his taking up a new job outside the industry.

A working party was set up to define the role of chief executive, which will be a part-time position, and it will report back to the next CTC board meeting on 11 September.

John Johnson, the council's vice-chairman, becomes acting chairman and will be formally endorsed as Mr Wales's successor in September.

Glider to expand Irish programme

A TOUR of the Republic of Ireland has proved to be the best seller in the first-year programme from The Glider, the luxury coach holiday arm of Cirrus Travel.

Cirrus Travel has also reported strong demand for its UK tours and plans to increase capacity in both sectors in 1998. The six-day tour of Ireland costs from £560 per person and includes two nights in Dublin and visits to Kerry, Connemara and Galway.

Chris Brela, Cirrus Travel's commercial manager, said: "We had not anticipated such a demand for the Irish tour but, obviously, we are delighted with its success. We are currently reviewing our itineraries for next year and will be looking at the possibility of expanding the tour programme.

"More UK tours will be introduced, in response to market feedback. These will include five-day itineraries to Wales and a similar tour of Cornwall, including attractions such as the Lost Gardens of Heligan. Scotland has also proved popular, so we will add a Highlands tour with accommodation in castle hotels."

Mr Brela added that The Glider's first year had seen increasing interest from the travel trade and the company would be accelerating its drive to appoint independent travel agents to sell the product. He said: "We are currently seeking agencies that have a strong track record in the top end of the market, which would hold them in good stead to promote The Glider as a luxury product."

The Glider programme features 21 destinations, with accommodation in four and five-star hotels. Travel is in a fleet of six custom-built coaches, with just 27 seats in a two-and-one configuration.

Travelling in style: Ireland was the best seller in The Glider's first tour programme

launch of cruise programme

forward

to 300 vehicles and the expansion of its own Coast and Country Hotels chain.

The latest hotel to join the portfolio is the King's Head, in Cirencester, which has been bought in a £3million-plus deal. The three-star hotel has 70 bedrooms and has good coach access. It is well-placed as a base for touring the Cotswolds, Stratford-upon-Avon and the Wye Valley.

Mr Slatcher confirmed that further hotel purchases were in the pipeline. He said: "Development of the hotel chain has always been a priority because Coast and Country consistently delivers both high margins and high levels of customer satisfaction."

Shearings has also confirmed a series of exclusive charters using the Royal Olympic Cruises vessel, Le Jason. The 270-capacity ship will feature in four back-to-back cruise itineraries next June and July. These will comprise a 13-day trip to Norway; and eight-day Irish cruise; and eight-day tour of Scotland and Northern Ireland; and a final 15-day cruise to Scandinavia, Russia and the Baltic States.

"River and deep sea cruising have been successful areas of diversification for us," said Mr Slatcher. "Extension of the portfolio is a natural progression given the excellent margins secured on previous cruise products.

"It is part of our aim to become the market leader in the leisure market for the over-55s, not just in the coaching sector."

Take off to Italian cities

EXCURSIONS to seven cities including Rome, Florence and Siena are included in air-coach packages to Italy from Leger Travel. Departures are in September, October and November and prices range from £349 to £399 per person, based on two sharing.

They include scheduled return flights from Heathrow, transfers, bed and breakfast accommodation and the services of a tour manager. The accommodation comprises four nights in the Tuscan spa town of Chianciano and three nights at Lake Garda.

In addition to Rome, Florence and Siena, excursions by air-conditioned coach to San Gimignano, Perugia, Assisi, Verona and Venice are included in the itinerary.

Sail off with cash: ferry company is introducing awards to boost off-peak travel

Prize is Wight for operators

WIGHTLINK Isle of Wight Ferries is pushing the boat out by introducing cash awards for operators who increase their coach business to the island, particularly in the off-peak season.

The *Wightlink Coach Holiday Awards* will be in two categories - Best Small Coach Operator, which is open to companies with a fleet of up to 10 vehicles; and Most Innovative Coach Operator, which is open to all. Each will have a cash prize of £500 and three complimentary return coach crossings.

Entries will be judged not only on the volume of business but also on increases in year-round traffic and initiatives introduced to build the appeal of low-season visits. Off-peak business now accounts for 28 per cent of Wightlink's annual coach business. The qualification period with be from 1 September to 31 May 1998 and judging will be in June 1998. Entry is by self-nomination and application forms will be available from Wightlink early in August.

The judging panel will comprise Peter Ward, operations manager at Victoria Bus Station (representing the Coach Tourism Council); Geoff le Page, from Isle of Wight Tourism; Bill Kennerley, Wightlink general sales manager; and Janet Saville, Wightlink head of marketing.

Mr Kennerley said the purpose of the award scheme was to reward those operators who were leading the way in developing year-round, short-break holidays options for their clients, thereby encouraging other companies to follow suit.

He said: "The fact that coach traffic grew by 11.8 per cent in the first quarter of 1997 is proof that an increasing number of operators are making profitable business from low-season visits. However, those numbers are still limited and we need to convince the hundreds of smaller operators that they are missing out.

"The new award scheme will provide an ideal vehicle by which we can demonstrate the success achieved by some operators to the wider coaching market. We hope the lucrative prize will encourage more of those smaller operators to schedule in low-season visits to the island, perhaps combining them with Portsmouth and the New Forest."

● *More details from Mr Kennerley on 01705 855424.*

EUROWATCH

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	23C/73F	Madrid	31C/88F
Athens	32C/90F	Oslo	24F/75F
Berlin	21C/70F	Paris	26C/79F
Brussels	25C/77F	Rome	27C/81F
Dublin	18C/64F	Stockholm	21C/70F
Lisbon	27C/81F	Vienna	23C/73F
Luxembourg	26C/79F	Zurich	24/75F

DIESEL PRICES

AA Out and About with AA Roadwatch

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.50	Luxembourg	0.40
Belgium	0.48	Netherlands	0.48
Eire	0.55	Norway	0.67
France	0.49	Portugal	0.42
Germany	0.48	Spain	0.43
Greece	0.40	Sweden	0.54
Italy	0.55	Switzerland	0.55

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	20.25 Sch/£	Italy	2,833 Lire/£
Belgium	59.44 BFr/£	Netherlands	3.23 Gld/£
Denmark	11.04 K/£	Norway	12.07 NKr/£
Eire	1.08 Punt/£	Portugal	290 Es/£
France	9.71 F/£	Spain	241 Pta/£
Germany	2.88 DM/£	Sweden	12.77 SKr/£
Greece	455 D/£	Switzerland	2.38 SFr/£

Operator fined £300 for using unqualified driver

COURT

PERMITTING an unqualified driver to drive a 27-seater coach has cost Terence Wild £375 in fines and costs. Mr Wild, of 83 Haven Lane, Moorside, Oldham, Lancs, who trades as Central Coaches, pleaded guilty before the town's magistrates to permitting John Daly to drive a vehicle of a class he was not authorised to drive. He was fined £300 and ordered to pay £75 prosecution costs.

Mr Daly, of 2 Brechin Walk, Openshaw, Manchester, admitted driving the vehicle when not authorised to do so. He was fined £60, ordered to pay £50 prosecution costs and his driving licence was endorsed with four penalty points.

Prosecuting for the Vehicle Inspectorate, John Heaton said that, last September, a traffic examiner had observed schoolchildren boarding the mini-coach concerned at the Kaskenmoor Comprehensive School, Failsworth. The traffic examiner made himself known to the driver and he noted that the vehicle had a manual transmission. Mr Daly was subsequently interviewed at the firm's premises at Stockfield Garage, Stockfield Road, Chadderton, and an examination of his driving licence indicated he was only authorised to drive PCVs with an automatic transmission. Mr Daly had told the examiner he had not realised his PCV entitlement did not cover manual transmission vehicles. For Mr Wild, Andrew Woolfall said confusion rather than a deliberate decision to send the driver out had caused the offence. He pointed out that Mr Daly did have a full manual licence which authorised him to drive some passenger vehicles. This was a 27-seater vehicle which was like a large minibus.

There had been confusion with Mr Daly and within Mr Wild's organisation about the status of the licence. Mr Wild did employ a transport manager and it was his responsibility to check the licence but things had got confused. Photocopies of licences were taken to ensure that proper PCV licences existed.

Mr Daly had told the examiner he had not realised his PCV entitlement did not cover manual transmission vehicles

However, there was some confusion how Mr Daly had ended up on the road in this vehicle. Mr Wild ran some 52-seater coaches and a number of smaller ones like this Mercedes. He had a transport manager, mechanics, and a pool of drivers. Some of the work was private hire and some contract work. Systems in small companies could be informal and tasks delegated and employees could easily make a mistake. That was what had happened here.

There was now a new system in place and check lists to ensure it did not happen again. There had been no risk to the public or harm done, argued Mr Woolfall.

The magistrates ordered Mr Wild to pay the fines and costs within 28 days after Mr Woolfall had declined to give his means, saying that Mr Wild was jealous about revealing his means because competitors might learn about his profit margin.

For Mr Daly, it was said that the automatic vehicle he normally drove was unavailable and the only other vehicle available was the Mercedes 27 seater. His ordinary driving licence enabled him to drive a car with a manual gearbox and he was able to drive the vehicle concerned without difficulty.

Brigadier Turner: adjourned

Bankruptcy signals end of Bygone era

LICENSING

KENNETH Morgan's O-licence has been terminated from the end of July because of his bankruptcy — although South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner adjourned indefinitely consideration of disciplinary action.

Mr Morgan, of Bank House, High Street, Staplehurst, Kent, trading as Bygone Tours, of Staplehurst, had been called to an Eastbourne disciplinary inquiry. The commissioner also directed that any registered service operated by Bygone Tours should also terminate at the end of July.

Hansons fails again to get

Hearing is adjourned to beginning

MAINTENANCE

FOR THE SECOND time in seven months West Midland deputy traffic commissioner Roger Seymour has refused to increase the authorisation on Hansons (Wordsley) Ltd's O-licence. Last November he put off making a decision on an application by the company, of 23 Barnett Street, Wordsley, Stourbridge, Worcestershire, to increase the authorisation on its national licence from seven single deckers and a minibus to 12 single deckers.

In addition, Mr Seymour was considering taking disciplinary action against the licence and the possible disqualification from holding or obtaining a licence of the company's directors, Patrick and Margaret Hanson, after the issue of an immediate prohibition notice which had been endorsed as showing a significant failure in maintenance and seven delayed prohibitions to the company's vehicles.

In adjourning those proceedings, Mr Seymour said he would ask the Vehicle Inspectorate to carry out a fleet check and maintenance investigation in March. He wanted to see that the company could sustain and maintain the fleet it had, before he was prepared to grant any additional vehicles. If the Vehicle Inspectorate report was satisfactory, he could see no reason why the additional vehicles should not be granted (*CBW*, 7 December, 1996).

When the hearing was resumed, Mr Seymour said that, in November, he had given the company a serious warning over its future conduct in regard to the maintenance of its vehicles. He had received a report from the Vehicle Inspectorate which said the company's maintenance system was still not satisfactory. Two aspects gave him cause for concern. Firstly, the maintenance system itself and, secondly, aspects of the vehicle condition. The report stated there were gaps of seven and 10 weeks between inspections with no mention in the files of vehicles not being used.

The report stated there were gaps of seven and 10 weeks between inspections

What sometimes appeared to be just bureaucracy was, in fact, a system to ensure things did not drop through holes because, if they did, it could lead to a serious accident. He had not been satisfied with the company's previous mechanic. All the maintenance was now done by himself, his son-in-law who had been through a VI course, and the company's new mechanic who had been trained by WMT. The previous mechanic had done the paperwork. He now did the inspections and paperwork himself. However, he had not been aware until it was pointed out by the vehicle examiner that he needed to write the action taken on the defect reports.

Mr Seymour said it was necessary to have a system that showed defects reported had actually been rectified. The daily nil defect reporting system was there for the operator's protection as well as the public's.

He commended the Road Haulage Association defect report form, which he understood was similar to the CPT's. Mrs Hanson said the company operated four registered services, including a commercial service and two sponsored by CENTRO. It also did a mixture of schools and social services work. Mr Seymour said the Hansons had heard what he'd had to say on the last occasion, but the fact remained that, when 10 vehicles were examined, one immediate prohibition and eight defect notices were issued. He ac-

WJ Simmons (Coaches) Ltd trading as Reliance, was called to a public inquiry in Cambridge over its maintenance

Simmons O-licence cut by one for month

MAINTENANCE

W J SIMMONS (COACHES) LTD'S O-licence authorisation has been reduced from 19 to 18 vehicles by Eastern traffic commissioner Brigadier Compton Boyd for a month. The company, of 47 High Street, Great Gonerby, Grantham, Lincolnshire, had been called to a Cambridge disciplinary inquiry because of concern over its maintenance standards.

its authorisation increased

of September

cepted that, in relation to a new vehicle, the manufacturer had written to say the defect noted was not a defect, as the fuel line purged before cutting off, and he would ask the VI to draw the examiner's attention to that.

However, a suggestion that a fleet like the company's could not be run without vehicles attracting defects concerned him, particularly in relation to the immediate prohibition. He appreciated there were no defects like severe body rot, etc, but he did not think the level of defects was satisfactory.

Mr Hanson said he would like to have a fleet with no defects but defects did occur daily. However, Mr Seymour pointed out that eight out of 10 vehicles had been defective and he thought a number of the defects should have been picked up.

Mrs Hanson said the vehicle given the immediate prohibition for inoperative brake lights had just come back from a school contract. The driver had checked the vehicle before taking it out. The defect had been due to a wire coming off and the vehicle examiner had been the first person to inspect the vehicle on its return. The entrance to their yard was very bumpy and she did not see how they could have picked that particular defect up.

Mr Hanson said they had improved the maintenance system since the vehicle examiner's visit. They had the staff now to check the vehicles more often. Defect reports were dealt with more quickly and major jobs were contracted out.

He agreed some vehicles in the fleet were quite old but said they had replaced two of them. He had not been happy with the company's previous mechanic and the vehicle examiner had not been happy with him. He had just not had time to check his work and they had been let down badly by the person concerned. When the mechanic left it had given him a lot more work as some of the work the mechanic had done had not been very efficient. Things were now much better.

Mr Seymour pointed out that eight out of 10 vehicles had been defective

Mr Seymour said he had not increased the fleet in November as he had thought the company's system was not adequate to cope with any more vehicles. He was concerned that the problem had persisted right through to April. Mr Hanson said they had three mechanics now and the VI considered that six buses should be looked after by one mechanic. They were, therefore, well in hand in regard to maintenance staff.

Mr Seymour said he was not going to take any formal action but he was going to ask for a further report from the vehicle examiner in three months. If that was satisfactory, there were no more prohibitions, and the vehicle examiner was satisfied with the maintenance system, he would look favourably on an increase in vehicle authorisation. It was about trying to make the company a good operator. He had seen many operators expand without the infrastructure being there and then go downhill so rapidly that the licence was then in jeopardy.

He thought the Hansons were doing their best to get it right but he was not satisfied he should increase the vehicle authorisation at the moment. He did not want to hold the business back for no good reason, but he had to be satisfied the company had a system in place to cope with that expansion.

Mrs Hanson expressed concern that it was as long ago as last September when the application for the increase was lodged but Mr Seymour said the matter would be adjourned until the beginning of September when it would be dealt with by traffic commissioner John Mervyn Pugh.

VI practice on prohibitions is defended

MAINTENANCE

THE Vehicle Inspectorate's practice of reviewing prohibition notices after the issue date and endorsing them as showing a significant maintenance failure has been defended by North Eastern deputy traffic commissioner Mark Hinchliffe. In two recent cases, solicitor John Backhouse attacked the practice. In the first case, JM and HB Jones (Holdings) Ltd, trading as Formby Coaches, of 97 Altcar Road, Formby, Merseyside, had been called before North Western deputy traffic commissioner Patrick Mulvenna.

Mr Backhouse complained that the schedule attached to the vehicle examiner's report listed five prohibitions said to have been endorsed as showing a significant maintenance failure, yet the copies of the prohibition notices concerned issued to the operator bore no such endorsement. If those matters were to be taken into account, a new schedule should be prepared reflecting the true position and the company should be given at least three week's notice to consider the matter prepare its case, said Mr Backhouse.

He maintained the copies of the prohibitions that had been altered were inadmissible because they were no longer true copies. Mr Mulvenna adjourned the proceedings after the vehicle examiner had admitted the company had not been informed of the subsequent endorsements of the prohibitions.

Mr Backhouse raised the same point with Mr Hinchliffe, when he sought adjournment of disciplinary proceedings involving Brian Crowther, trading Black Prince Coaches, of York Cottage, Texas Street, Morley, Leeds, West Yorkshire.

He asked for an adjournment so the firm could be served with a fresh schedule, showing the reasons why the prohibitions had been subsequently endorsed. The deputy commissioner was told by DoT vehicle examiner David Howram it was standard procedure for the operator to be notified when prohibitions were subsequently endorsed and in this case, the required proformas were sent to the firm after the prohibitions had been reviewed.

Refusing to adjourn the proceedings, Mr Hinchliffe said that, if the Vehicle Inspectorate procedure was followed, he did not think an operator was disadvantaged in any way.

marksman

YOUR QUESTIONS ANSWERED

Questions on coach and bus operation should be sent to: Marksman, c/o *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154 Marksman will answer more questions on 2 August 1997

Hours - can driver take his full weekly rest at hotel?

Q **Can a driver take his full 45 hours weekly rest while at an hotel on tour and also take any compensation for previous reductions in rest while on tour? Can the hotel be classed as the vehicle's parking place and the driver's base for the time he is there?**
AJ, DERBYSHIRE

a The EU regulation (3280/85, Article 8(3)) sets the normal weekly rest as 45 hours and then continues: "This rest period may be reduced to a minimum of 36 consecutive hours if taken at the place where the vehicle is normally based or where the driver is based, or to a minimum of 24 consecutive hours if taken elsewhere." Article 8(6) requires: "Any rest taken as compensation... shall be granted, at the request of the person concerned, at the vehicle's parking place or driver's base."

I am unaware of any case law on this but it seems beyond doubt that the ability to reduce weekly rest (with compensation) is permissive, not mandatory and the driver does not have a legal right to request reduced weekly rest (whether on tour or not). The full 45 hours may, therefore, be taken on tour.

It is only about the place at which compensatory rest is taken where the driver has the right to request that it is taken "at the vehicle's parking place or the driver's base."

Again, I know of no case law on this and I had always taken this to mean the normal parking place or base.

That is, I think, the purpose of this rule and EU legislation has to be applied having regard to its purpose, rather than by using a literal interpretation of the words. I suspect that you have noticed that, while Article 8(3) refers to "the place where the vehicle is normally based," the words quoted above from Article 8(6) appear far wider. (You might well claim that a hotel is the vehicle's parking place at the material time).

I can only say that I would not advise you to risk being the test case to argue this point in court. While I commend your desire to get to grips with the ramifications of the rules, I do wonder whether this has much practical consequence, for the fact is that you can award compensatory rest to be taken at a hotel while on tour unless the driver actually requests that it is granted at his home base. The problems of conflict apart, most employers would acknowledge the reasonableness of such a request and accede to it. In other words, the point you make can only become an issue if you have refused such a request.

Finally, if you really want to be Machiavellian about it, an unchallengeable weekly rest of 45 hours taken on tour could, in reality, comprise a 24 hour (reduced) rest plus 21 hours of compensation for past reductions in rest — leaving a need to compensate for the 21 hours before the end of the third week following the week in question.

Must we send local service registrations to authority?

Q **With the establishment of unitary authorities, is it necessary to send copies of local service registrations to them, or is there an arrangement for the county council to copy the registration as necessary?**
RD, ESSEX

a Thank you for a question that is not about drivers' hours and to which a short answer can be given. The registration regulations were amended some time ago to include the new unitary authorities as a 'relevant authority'. Consequently operators themselves are required to send copies of registrations or variations to any unitary authority in whose area any part of the route runs.

Does private journey have to be shown on the disc?

Q **If a driver who is working on the tachograph, is permitted to take his coach home, does this private journey have to be shown on the disc and count against driving and rest limit? He is, after all, only doing in his own time driving he could be doing in a car.**
TC, HEREFORD & WORCESTERSHIRE

a But he is not doing it in a car, and that makes all the difference. There has never been any doubt in my mind that this sort of 'private' use of a coach is within scope of the EU rules if it follows EU work. What, I think, may have raised doubts about it was the belief prevalent in the haulage industry that drivers could use HGVs for private purposes 'off the disc'. At best this might have held some weight where what was being driven was just the tractor unit detached from an articulated trailer - for without the trailer it is incapable of carrying goods.

However, a very recent decision of the Court of Appeal (Director of Public Prosecutions v Guy Times Law reports 3 July 1997) closed that loophole. Although having sympathy with the anomaly that the time would not count if the driver concerned had been using a private car, the Court held that if he was driving a vehicle which fell within the scope of the EU regulations the work period did not end (and consequently rest did not begin) until the driving of that vehicle ceased. The driver was therefore found guilty of not using a tachograph disc to record this private journey.

Although the law is silent on the point, and did not fall to this Court to rule on it, operators would be well advised to work on the assumption that the same applies to a journey from home to work, or to the start of the next days hire, if the work to be done falls within scope of the EU rules.

Two things missed out on drivers' hours explanation

Q **Congratulations on a concise and readable explanation of the EU Drivers' Hours rules. There were two things you missed out: Although rest taken before any work is done cannot count towards the rest requirement for that day, if a driver inserts a tachograph disc and does some work like cleaning or fuelling a coach before he breaks for breakfast; that break would count. Similarly with breaks, the regulations do not say how long a period of driving has to be before a break is taken, so a 30-minute break could be taken after only a minute or two of driving and then 15 minutes to 'wipe the slate clean' when the total driving reaches 4½ hours.**
GIM, BELFAST

a I agree with what you say. My 'cut and copy' explanations were only concise because I restricted myself to explaining what the rules are rather than give examples of how they can be applied. Your examples are but two of many possible permutations of application.

There is one cautionary note I should add to my agreement that what you propound is legal: Breaks and rest are different things.

If a driver inserts a disc and does some work on a coach without actually driving it, the time between ceasing that activity and starting driving (eg, while having breakfast) could comprise rest if it is for at least an hour. It cannot be a break for EC hours purposes, even if it is more than 15 minutes, as a break has to be taken between, or after, spells of driving. Breaks taken before driving do not count but, as you rightly say, even the shortest spell of driving is valid for this purpose. As you infer, drivers on tour will often go and fettle up coaches and do walk-round checks before breakfast (if only to do so before passengers start congregating). Whether or not this activity is recorded on a tachograph disc, it is work. Drivers should be alert to ensure that: (a) this does not shorten the previous daily rest period to a point of non-compliance; and (b) the daily working period that they effectively start by doing this work will be sufficiently long to contain all the planned driving and other work to be done plus a full daily rest period.

Does other work count as part of driving time total?

Q **Time doing other work cannot count as, or towards, a break for EU hours purposes. If other work is done between spells of driving does this count as part of the driving time total?**
AJ, DORSET

a No. Only the actual driving time counts as driving (as long as the mode switch is not left in the driving mode when other work is being done). Consequently, breaks of less than 15 minutes do not count as driving, even though they are insufficient to form part of the aggregate of 45 minutes required to make a break complying with the EU rules.

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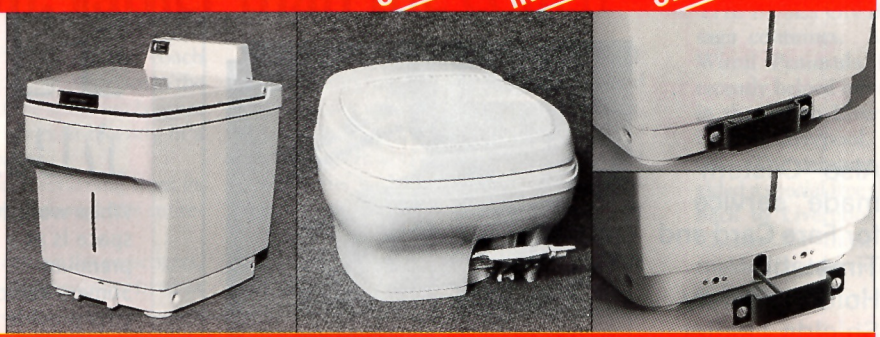

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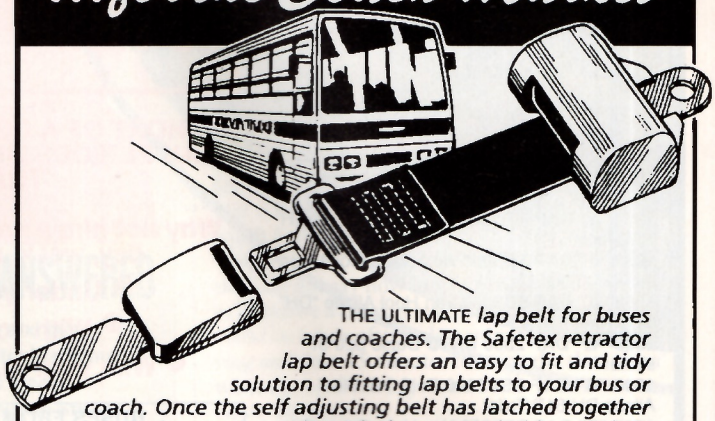

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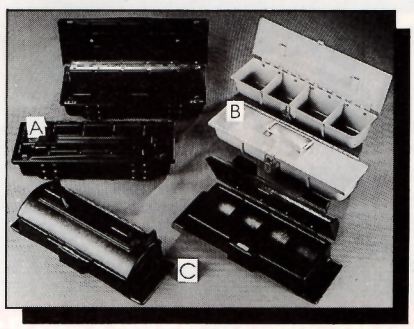

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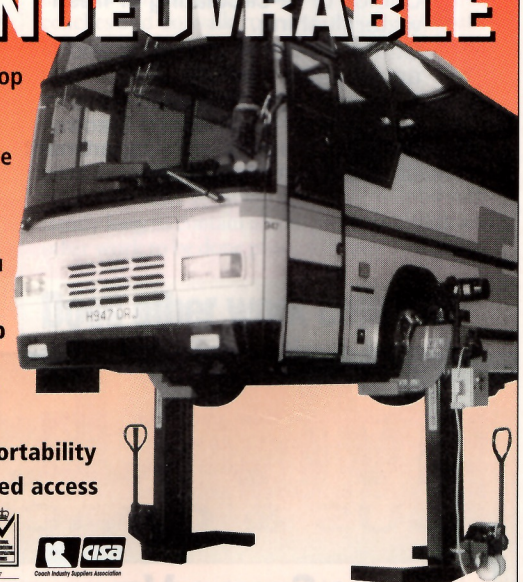

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DIARY

COACH AND BUS WEEK ENDING...

5 YEARS AGO

● Land Travel was having to cancel tours because operators were refusing to hire to them without payment in advance. *CBW* continued to expose the company's wrongdoing.

● Cynon Valley Transport's 116 staff feared closure of the company as the council rejected two buyout offers. Facing competition from Alison Jones' Shamrock Travel, the operation was no longer profitable.

● Swindon rejected a light-rail scheme in favour of £5.6 million-worth of bus priorities and park-and-ride schemes. The proposal involved building, by 1997, a new rail link to a park-and-ride site using the Cheltenham to Gloucester line to Morden Bridge.

10 YEARS AGO

● Tappins was planning its £1 million coach centre at Didcot. It had 40 parking bays and a 10-bay maintenance facility.

● York City Council responded to passenger complaints in the newly-deregulated bus environment that timetable information and prices were hard to work out, with so many companies competing for business.

● Marksman warned operators of the mugging technique, 'steaming', and reported that 22 incidents in a week in Hackney, two of which involved top-deck bus passengers, made it imperative that rural operators visiting the capital be on their guard.

Cutting down on 'hot' luggage racks

LEN WRIGHT'S pet company Prism Rail has severely curtailed the activities of Essex car booters.

Every year before franchising, the London Tilbury Sarfend 'Misery Line' lost 200 to 300 luggage racks a year, swiped to make barbecues. The services of 52 security guards/ticket inspectors have ended all this.

"We have not lost any this year and, of course, we are now into the barbecue season," said Giles Fearnley, Prism's chief executive. "The record for lost seats was 93 thrown out of the window on a single trip. We still lose seats out of windows, but the level has fallen dramatically."

The £1 million cost of the guards is somewhat offset by the £2.2 million savings in vandalism and fare dodging.

AND while on the subject of trains, although the rail privatisation is not yet being heralded a great success by the rail users' groups, there are no complaints from Hornby.

Yes, Hornby the model railway people, whose fortunes have been reversed by the franchising of services, with the promise of more profit to come.

"We've been churning out locos and carriages in BR livery for 25 years," said Hornby chairman Peter Newey. "Take the Intercity 125 alone... we now have three different operators and three different liveries. Collectors always want one of each."

That's not to mention Eurotunnel locos and carriages, and the prospect of another round of liveries in seven years — sufficient to repeat this year's performance, from a £5 million loss to £3 million profit.

Hong Kong operator looking a bit sheepish

OUR gratitude to sharp-eyed Mike Walker from Cardiff, who spotted this signwriting (above) on a recent holiday.

The painter, who is to signwriting what Arthur Mullard was to fine art, has had problems translating The Kowloon Motorbus Co into plain English. Still, it's probably been painted over by the Chinese now anyway.

"Everyone knows mutton has two 't's," says Mike. "Or is this the depot where they keep the meat to feed all those Dennis Dragons?" Aaah. Trust a true Welshman to mention dragons... and sheep.

A case of let the passengers take the strain, rather than the coach

JUST AS THE TOP END of the coach industry is a shining example of service to the public, the other end of the spectrum beggars belief. Take the story we read recently in a West Midlands newspaper.

A day excursion coach returning from its destination gets a deflated, though not entirely flat, rear tyre.

After a half-hour break for the passengers, they return to be asked by the driver to sit at the front to take the weight off the wheel. Unsurprisingly, they refuse and demand either a fully inflated tyre or another coach. They eventually got the latter.

And before you assume, as we did, that the reporter had got it wrong, try this comment from the operator: "There are four wheels across the back and it's a bit like travelling on an aircraft with two out of the four engines working..." QED.

More bikes on the buses

THE BUSES ON BIKES saga continues. MTL's Wirral Peninsula Buses recently helped out riders in the fourth Liverpool-Chester-Liverpool bike ride. The company provided a special free shuttle back to Liverpool from Chester for those who couldn't face the two-way cycle ride

BYGONE DAYS

Can you put a name to faces?

HERE'S a salubrious line-up of well-known gentlemen from the industry... but exactly who?

The C-reg Plaxton gives you the year, but how times have moved on. One of these men is now in Hong Kong, another is no longer with us, the company has been sold to its management, and the coach..? Well, you tell us. A small prize for correctly naming all six coach industry characters, and for a tie-break, tell us about the occasion for which they gathered. Answers to Nostalgia Quiz 278, *Coach and Bus Week*, at the usual address or fax to 01733 467154.

LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

Think again, Mainline

I WAS INTERESTED to read (*CBW*, 5 July) that Mainline is giving a comprehensive mid-life refurbishment to some of its buses, most features of which sound commendable.

However, I was concerned to learn that one of the items to be included is to be the facility to relay 'live' radio broadcasts to passengers.

Some of your readers will be aware that some companies in the British Bus group experimented in 1995/6 with buses fitted with equipment to play video tapes to passengers, these tapes being a mix of advertising material and clips from old TV programmes (including *On The Buses*).

The feature proved universally unpopular with passengers, who found the noise of the system intrusive, to the extent that passengers could pass appreciative comments to the driver when they boarded a bus on which the system was not working. The system was quietly abandoned following the Cowie takeover in August 1996, to the relief of passengers.

Much is heard these days, quite rightly, of the importance of attracting more people to use public transport as a part-remedy to some of the evils of pollution and congestion, but I would suggest that bombarding the passengers with some of the inanities which can come from local radio stations is likely to deter more passengers than it will attract, and I would urge Mainline to think again.

DAVID WALLACE
Prudhoe
Northumberland

Accessible buses: a valid point

TIM JENNINGS MAKES a valid point about the use of vehicles adapted for wheelchair accessible buses (*CBW*, 5 July). In New York City the transit authority operates 2,740 vehicles all so adapted and I spoke to one driver who told me that, in five years employment, he had only conveyed two wheelchairs. From observation it is apparent buses have the same problem of 'lining up' with the kerb as happens here due to parked vehicles, although all have the 'kneeling' facility.

He is, however, wrong about the financing of the Motability allowance and adapted cars. A disabled person who has very limited walking capacity may, if they qualify, obtain the allowance which can go towards the cost of public transport or a car.

Taking a Ford Fiesta as an example, a deposit of about £600 is payable and 36 monthly rental payments of £120 deducted from the allowance, which is about £128 per month paid for many times over by those of us who have paid National Insurance over the years. This covers two 12,000-mile services, a replacement set of tyres, insurance, AA membership and road fund allowance, the latter being payable as an extra if a non-disabled driver is nominated a second driver.

The only concession is that the price of the car is calculated net of tax in so far as any adaption for the disability must be paid for.

As one can contract rent a Ford Fiesta for about £100 per month plus VAT which includes some of the nominated benefits described above it is not the 'heavily subsidised car' Tim Jennings in his ignorance would have us believe.

My wife is disabled through an accident and her adapted car is a life saver. Perhaps Mr Jennings would like to go through the same experience and then he could enjoy his perceived benefits of disablement.

ROY C ANDERSON
Newton Abbot
Devon

Replacement is needed

THERE IS CURRENTLY demand for a replacement for the handbook, published by the National Bus Company (NBC) and its predecessors, which listed coach and bus depots and the facilities they offered. Although the original purpose of the book was to provide coach drivers with details of the locations of NBC depots and their phone numbers (including ex-directory numbers), a modern replacement could also act as an advertisement for those operators who wished to offer their facilities (eg, parking) to coach operators even though they may not have coaches themselves.

The last NBC booklet was published in 1983/4, since when there have been numerous changes of operators and telephone numbers such that the booklet now has little relevance. As one who has tried to contact a large operator for assistance on a bank holiday, when the public phone numbers offered by directory inquiries go unanswered, I can testify to the need for such a booklet.

GRAHAM LAW
Ashton-under-Lyne
Greater Manchester

Did I miss this story on Trent?

I HAVE ONLY RECENTLY discovered your excellent magazine and look forward to it arriving each week. However, did I miss coverage of my old company Trent Buses being awarded the accolade "UK's best bus company?" I read *CBW* from cover to cover and think that, after all their hard work over the last 10 years, it deserves a write up.

What started as a 'fresh experience' which developed into the Rainbow Services, has progressed further, constantly striving to give the customers what they expect to get from public transport.

As the md of Trent Brian King says: "Buying new buses is the easy bit, encouraging people to use them is more difficult." However, with passenger loadings showing increases of 70 per cent in some areas, Trent has surely found part of the answer in wooing the car driver from his car.

So many of the larger organisations in our industry have such a lot to learn from companies such as Trent and it is pleasing to see that many senior managers and supervisors having served with Trent in their earlier years have moved on and progressed in their career and one can only hope they will use their experience to the benefit of the industry in general.

BERNARD JEFFORD
Worthing
West Sussex

■ On page five of our issue dated 19 April 1997, we published the NFBU results. Indeed the Trent story has been followed closely over recent years and we add our congratulations on its achievements — Ed.

Arrival came as a surprise

THE ARRIVAL OF RM1933 came as a great surprise with which I was delighted. My apologies for not writing earlier to thank you.

After 35 years in local government, the last 27 being associated with public transport co-ordination, I will miss the chance to read your magazine on a regular basis. Do you have a subscription service for individuals?

BRIAN GARRARD
Principal Public Transport Officer
Bath & North East Somerset
Bath

■ Yes. Ring Jazz Walshe on 01733 467048 — Ed.

Model much appreciated

THANKS FOR PUBLISHING my letter, and choosing it as letter of the week (*CBW*, 31 May). The prize of the great little model Leyland PSI is much appreciated.

Keep up the good work.

SEAN O'NEILL
Wigan
Lancs

Letter of the week wins a Corgi Classics model bus

CORGI CLASSICS

Contestant Fifteen: Coach Stop of Leigh-on-Sea, Essex

Contestant Sixteen: Bagnalls Coaches of Swadlincote, Burton-on-Trent

Individual livery

COACH AND BUS WEEK COACH INDUSTRY AWARDS 1997/8
IN ASSOCIATION WITH THE COACH TOURISM COUNCIL

THE Individual Livery of the Year is just one of 24 Awards that form part of *CBW's* Coach Industry Awards to be held at the Metropole Hotel near the NEC, Birmingham, on Friday 23 January 1998. All operators are invited to send in pictures of a coach in their fleet so *CBW* readers can vote on the best British coach livery. The competition runs until the end of August and a grand parade of all entries will be presented along with a voting form in the 6 September issue. Deadline for entries is the end of this month — 31 July.

Like other categories in the Awards line-up, entry is by self nomination and the winners will receive their trophy at the Coach Industry Awards gala dinner. However, the difference is the method of judging. Whereas our expert panel of judges will deliberate over the winners of most of the Awards, Individual Livery is in the hands of a democratic vote which will be strictly limited to registered subscribers of *CBW*.

This category is open to a single livery — whether on one or more vehicles doesn't matter. The readership will be the final arbiter. Picture quality will be important (slide or print are equally acceptable).

Contestant Seventeen: Redwoods Travel of Cullompton, Devon

Contestant Eighteen: Nova Travel of Camber, East Sussex

Contestant Nineteen: Hellyers of Fareham, Hampshire

Contestant Twenty: John Flanagan Coaches of Warrington, Cheshire

Contestant Twenty One: Classic Coaches of Annfield Plain, Co Durham

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THE INTERCENTURY SPECIFICATION

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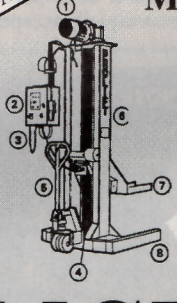

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Throwing off the constraints of convention has produced styling that makes others look dated — at the risk of being controversial

Scania/Irizar InterCentury

A CLASSIC OF ITS TIME

Colour on the inside is decidedly daring

Radical, bold, imaginative — a leader of fashion. That's the Scania InterCentury. Mike Morgan gets behind the wheel of the first vehicle in the UK

IRIZAR struck a rich vein of design flair with its Century four years ago. Its latest offering, however, the standard-height InterCentury, is a classic of its time, a triumph of individuality, throwing off the constraints of convention to produce a styling which makes others look dated. Yet to break away from contemporary norms is to risk controversy.

BUILD

So, we booked up a test on the first InterCentury to take to the road in the UK.

We'd had a taste of things to come on a tour of the European trade shows last year when the

InterCentury had caught the attention of some forward-thinking British operators, including Francis Aspinall of Holmeswood Coaches, Ormskirk.

It's Holmeswood's 50th year and Mr Aspinall was in the market for something special. When his eyes fell on this Irizar creation he knew instinctively that this was what he wanted. There's the added spice of being the first to take something new but as a dyed-in-the-wool coach man he had an eye on a future classic.

The exterior is pure Century. Down-sized from the same sweeping lines of the 3.7-metre high tri-axle or 3.5-metre two axle, the InterCentury comes down the scale as a normal-height 3.2-metre coach. There's a consequential drop in the side window line which, unlike its bigger brothers, is continuous from front to back, emphasising the vehicle's 12-metre length. Nevertheless, the concept of front feature window angled down towards the front windscreen is retained. Translation from drawing board into metal and glass has preserved the family look, giving this entry-level coach a high degree of passenger appeal.

To British eyes it is difficult to match the stylish InterCentury to its perceived role as an interurban coach. Imported by dealers, Scania Bus & Coach UK of Worksop, and mounted on the dealer's parent company's first new-generation 4-series coach chassis, the InterCentury is aimed at the big fleets which need a dual-purpose coach that is equally at home collecting fares on an upgraded local bus service or a private hire to the theatre.

This flexible multi-role use is also expected to appeal to the small coach operator who shuns the extra expense of a high-floor exec.

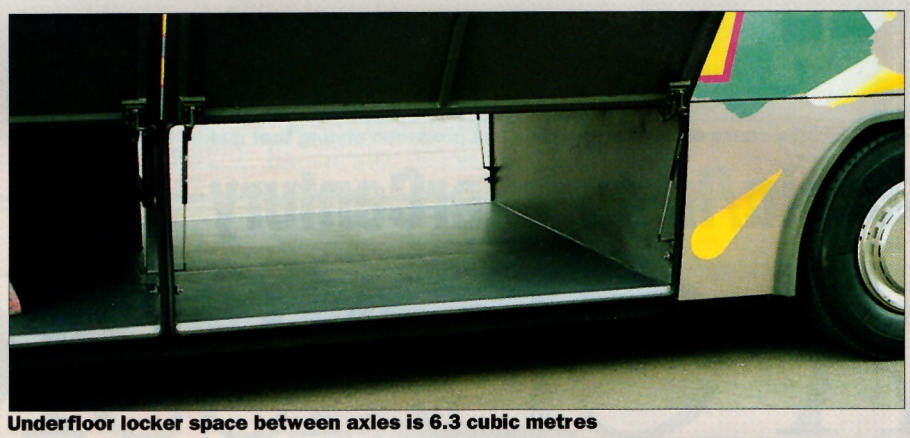
FirstBus is trying one in its FirstFife fleet and this could be the first of many to cut out a slice of the interurban express coach market. Yet the real attraction of this new coach is spelt out in the debut Holmeswood vehicle... and it has a stunning green livery to match.

But you need to take a look inside to take in the full effect.

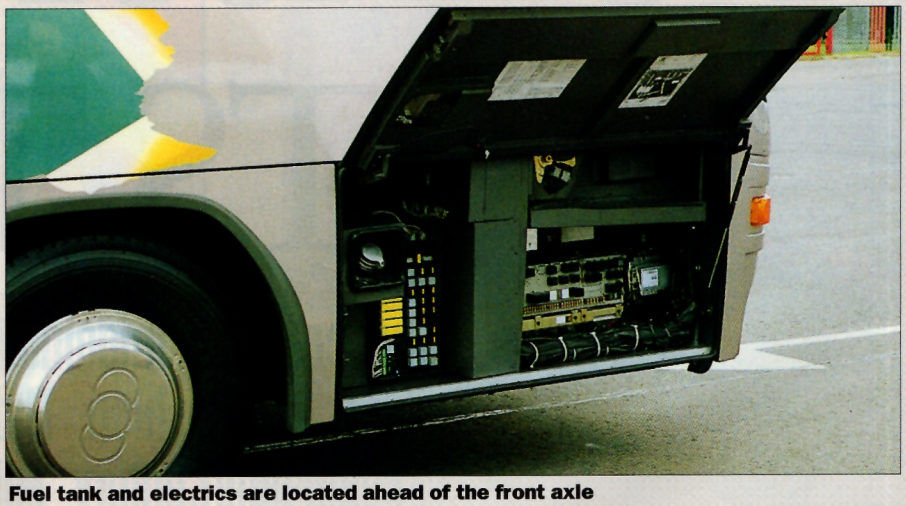
Colour on the outside is the prerogative of those who seek to make a marketing statement with their vehicles. But colour on the inside is decidedly daring.

How does mauve, yellow and blue grab you?

Down-sizing from the same sweeping lines of the highliner Century has preserved family look



Underfloor locker space between axles is 6.3 cubic metres



Fuel tank and electrics are located ahead of the front axle

PASSENGER IMPRESSIONS

To a British market weaned on full-soft trim with carpet and moquette spread on every available surface, the InterCentury is a radical departure. The luggage rack is in gelcoat to an Irizar design, incorporating minimalist service units in themed space-age shape based on three irregular curved sides.

The effect is all the more dramatic through the extensive use of coloured PVC surfaces. Whereas the sweep of the dash and associated cab fitments set the tone, you need to sit at the back and look forward to absorb the full impact.

In the InterCentury the interior fitments are integrated into the overall concept. For example, the roof rack has a delicate droop-nose effect, the video monitor housing is sympathetic to the rest of the design, looking as though it is meant to be there rather than a bolt-on after-thought.

Instead of ram-raiding the local coach manufacturer supplier and snatching at everything and anything available, Irizar has relentlessly refused to take anything that does not meet its over-riding design philosophy.

The trouble is that plastic can be synonymous with minimalist and Irizar unwittingly empha-

'The InterCentury is aimed at the big fleets which need a dual-purpose coach equally at home collecting fares on a local bus service or a private hire to the theatre. It's also expected to appeal to the small operator'

sised this by leaving individual reading lights off the spec list.

Bending to the inevitable customer demand, reading lights are now standard but sadly are a standard black assembly, contradicting the powerful influences elsewhere in the coach. Likewise full-soft trim is to be standard build for UK InterCentury imports.

While it is fair to say that beauty is in the eye of the beholder, there has to be a high degree of consensus before a breath-taking new concept becomes a sales success. Scania doubts that the market is ready to make the radical departure, which is a shame because the InterCentury is a refreshing injection of creative modern thought, pushing coach design close to the leading edge of automotive innovation.

However, the good news is that operators can save £2,000 on the £147,000 standard price if they take an InterCentury as originally conceived.

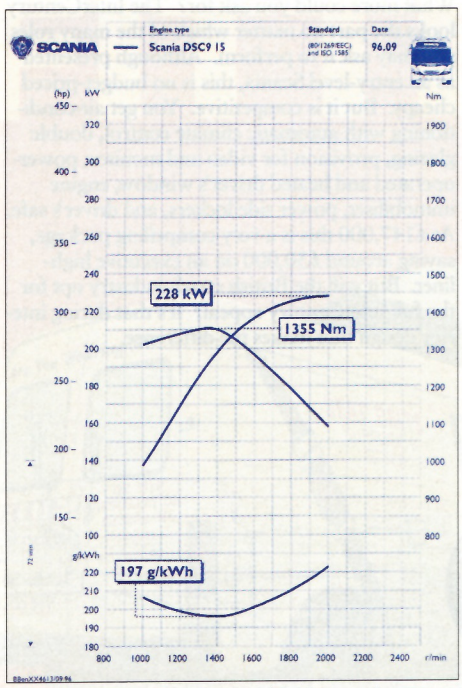
Meanwhile, Holmeswood's trend-setter has a blend of hard and soft trim mixing the best of Irizar's creativity in a very effective compromise. Side casings and centre roof panel covered in brushed PVC are the concessions to convention.

InterCentury is available with 57 fixed or 55/53 recliners. The emphasis being on maximum seating. Remember its inter-urban target market. But Holmeswood has down-seated the coach, having a rear off-side floor-mounted toilet fitted by Executive Coach Conversions of Leek, Staffordshire. Five seats are lost by the addition of this spacious amenity which has AD Systems fridge and sink unit attached on the partition facing the emergency exit.

Although well built, the toilet blocks out the rear side window and part of the rear window, looking for all the world as though the Tardis has landed inside the coach, casting a shadow over the coach-builder's creativity. It also amplifies engine noise levels in an otherwise quiet saloon and is less-well ventilated.

Moquette on the Esteban R10LX recliners matches the rest of the interior. The seats provide good levels of comfort and include with footrest, gangway armrest, single ashtray and lap belts. The gangway is wide and legroom adequate, while forced-air ventilation is complemented by easy-to-control Hispacold air-conditioning and Permo radiators throughout the saloon together with blown warm air in the driver's area.

Noise levels are low. Eight interior lights plus the aforementioned reading lamps, tinted double-glazing and full-draw curtains complete the passenger package.



High torque from Euro II 310 bhp engine

DRIVER IMPRESSIONS

Ride is typical Scania, absorbing road imperfections with ease yet remaining firm at the front while unladen. Drivers will be quick to recognise the new Four Series steering wheel that echoes the futuristic styling of the latest Scania trucks — a reminder that this is the first in a new line of coach chassis. Though it sits less happily in the smart surroundings of a coach, the new wheel has the benefit of soft-grip rim and a clever single twist-release mechanism for quick adjustment of height or rake.

Steering, like all the major controls, has a neutral feel — ie, it passes without adverse comment no matter how long you sit behind the wheel. However, the new ZF progressive steering ratio make it is a touch heavier than earlier Scanias.

SPECIFICATION

CHASSIS	Scania L94 ib 4x2
BODY	Irizar InterCentury
PRICE	£145,000 or £147,000 with full soft trim
ENGINE	Scania DSC9-15, tur bocharged and intercooled
Power	310 bhp (228 kW) @ 1,900 rpm
Capacity	9 litre
Torque	970 Lbf ft (1,355 Nm) @ 1,350 rpm
GEARBOX	ZF 5HP600 five-speed automatic with integral retarder
STEERING	ZF 8098 - progressive ratio 17-201; adjustable for height and rake
BRAKES	dual circuit air system with ABS
	drums front and rear
	handbrake - spring release
SUSPENSION	full air system front and rear
Front Axle	Scania AMA 860 I section rigid beam
Rear axle	Scania ADA 1300 pressed steel housing
TYRES	275/80R 22.5
OPTIONS	Scania GR 801 Comfort-Shift seven-speed gearbox
	Telma focal 2200 retarder or Scania GR 801R hydraulic

DIMENSIONS	
Length	12 metres
Width	2.5 metres
Wheelbase	5.825 metres
Unladen weight	12,160 kg
GVW	17,000 kg
Underfloor lockers	6.3 cubic metres

PERFORMANCE	
Test consumption	11.82 mpg
Acceleration	0-30 mph - 8.49 secs
	0-50 mph - 20.29 secs
Fuel tank capacity	102 gallons (maximum range - 1,205 miles)
Noise levels at 62.5 mph	front- 72 dB(A)
	middle - 70 dB(A)
	rear - 73 dB(A

Toilet blocks light from rear window

Themed shapes add to dramatic use of coloured surfaces...

...but Holmeswood's rear toilet reduces the impact

PERFORMANCE

Tucked under the rear is the main difference between the L94 and its predecessors.

In the Scania chassis designation scheme L signifies that the engine is in-line but tilted 60 degrees to the left to allow for a flat floor in a 3.2-metre high coach.

The number '9' tells you it's a nine-litre unit and the number '4' stands for Four Series. A further refinement on the spec sheet — IB 4x2 — explains the type of use (coach) and wheel configuration. However, these numbers don't tell you how it's going to behave on the road.

What does impress is the fact that this new Euro 2 engine develops 310 bhp at 1,900 rpm and 970 Lbf at 1,350 rpm and, when linked to ZF 5HP600 automatic, it's a powerful, quick and smooth performer. Acceleration times are rapid, beating our previous all-time best for a coach, which coincidentally, was the L94's predecessor in this sector, the discontinued K93.

Keep foot hard on the floor and it launches itself to 50 mph in 20 secs.

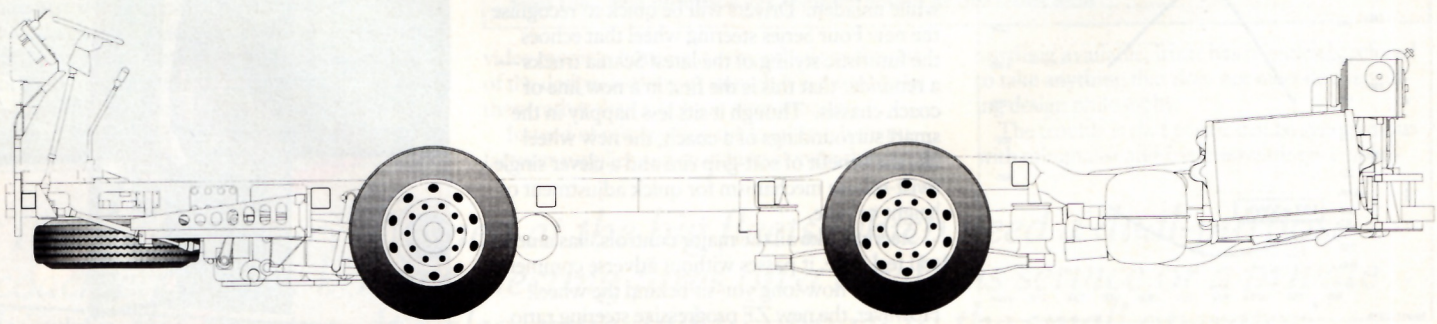
Surprisingly there's no fuel penalty for this level of performance, average consumption slipping just below 12 mpg on our mixed route, which took in equal measures of motorway, trunk and cross-country driving.

We revisited the daunting challenge of Garrowby Hill east of Stamford Bridge on the road to Bridlington.

Kick-down to second gear dropped speed to 22 mph on the one-in-six ascent and we suspect that this is lower than could be achieved with a manual box — but it was so easy.

VERDICT

Smart, trend setting, powerful, and economical. What more could you ask for? The InterCentury looks the part no matter which of the many roles you may ask it to perform. Although presented as an entry-level Scania, this is no budget-priced cheapy. But it is competitive. You get air-conditioning with automatic climate control, double glazing, provision for video and monitor, power-operated and heated driver's window, engine immobiliser, power side lockers, and driver's safe. At £147,000 this is a very compelling package, saving around £30,000 on an executive high-liner. But will the British coach industry opt for the full InterCentury appeal? It's that daring interior design that makes the difference.



Scania L94 IB 4x2 has engine tilted 60° and is the first new-generation 4-series chassis for the United Kingdom

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Summe

SJ CARLTON
A WORLD OF DIFFERENCE

SETRA TORNADO 215 HD (MAN)
First registered: 01.04.92, MoT: 10.02.98, ZF 7 speed, Voith, Webasto, 49 recliners + courier, radio/pa/cassette, monitors/video, Sutrak air-conditioning, centre continental, sunken, servery, water boiler, fridge, drivers bunk, drivers door with wardrobe, central locking, re-moquetted, exterior repainted white.

LEYLAND TIGER ALEXANDER (BELFAST) SERVICE BUS BODY

First registered: Jun-Nov 1989, MoT: Aug-Dec 1997. ZF automatic, 55 seats + 24 standees, patterned moquette, exterior re-painted white.
Choice of 3.

VOLVO B10M MKIII VAN HOOL ALIZEE
First registered: 09.01.92, MoT: 03.12.97/07.01.98, ZF 6 speed, ABS, Webasto, air suspension, 49 recliners + courier, radio/pa/cassette, 1/2 rear emergency exit, centre continental, mounted toilet, centre servery, crew compartment, split front screen, double glazed side bays, brown moquette, exterior re-painted white. Choice of 2.

1991 (H) VOLVO B10M MKIII VAN HOOL ALIZEE

First registerd: Jan/Feb 1991, MoT: Dec 1997-Feb 1998. ZF 6 speed, Telma, Webasto, ABS, 49 recliners + courier, seat belts, radio/pa/cassette, 1/2 rear emergency exit, centre continental, mounted toilet, servery, crew compartment, double glazed side bays, brown moquette, exterior re-painted white. Choice of 9.

NEOPLAN SKYLINER
First registered: 01.08.95, MoT: 19.03.98, Allison automatic with retarder, Webasto, 73 recliners, seat belts, armrests, radio/pa/cassette, monitors/video, air conditioning, toilet/washroom, kitchen, twin water boilers, sink, fridge, tinted double glazing, split screens, wheel trims, electric two man tacho, burglar alarm, on board phone, blue moquette, blue exterior.

VOLVO B10M MKIII VAN HOOL ALIZEE

First registered: 20.03.96 MoT 12.03.98. ZF 6spd, Telma, Webasto, ferry lift, 44 recliners + courier, seat belts, seat back tables, footrests, nets, head covers, radio/pa/cassette, monitors/video, air conditioning, double glazing, curtains, burglar alarm, aircraft type lockers, table with lamp, continental door, toilet,servery, fridge water boiler, drivers bunk, onboard phone, grey moquette,red/black exterior.

DAF SB3000 LAG PANORAMIC
First registered: 16.11.89, MoT: 14.10.97, ZF 6 speed, Telma, auxiliary heater, 49 recliners + courier, foot rests, seat back tables, nets, radio/pa/cassette, monitor/video, centre continental toilet, servery, fridge, double glazing, divers bunk, power door, striped grey moquette, yellow/red exterior.

1992 (J) SCANIA K93CR/273 PLAXTON PREMIERE 3200

First registered: Feb 1992, MoT: Dec 1997/Feb 1998. ZF automatic with integral retarder, ABS, air suspension with front kneel facility and ferry lift, 53 recliners, seat belts, radio/pa/cassette, 1/2 rear emergency exit, double glazed, blinds/curtains, centre gangway carpet, parallel opening lockers, choice of brown or grey moquette,exterior repainted white. Choice of 7.

DAF SB3200 VAN HOOL ALIZEE
First registered: 08.05.90, MoT: 28.06.97, ZF 6 speed splitter, 51 recliners, seat belts, radio/pa/cassette, monitor/video, centre continental, toilet, servery, double glazing, curtains, brown/orange moquette, white exterior.

IVECO 59.12 DORMOBILE BUS BODY

First registered: 20.11.92, MoT: 26.10.97, Chrysler automatic, 27 seats + 8 standees, top opening side windows, extraction fans, patterned moquette, green/yellow exterior.
Choice of 7.

DAF DHSB3000 VAN HOOL ALIZEE
First registered: 01.04.90, MoT: 15.11.97, ZF 7 speed, 49 recliners + courier, radio/pa/cassette, monitor/video, double glazing, centre continental toilet, drinks, drivers bunk, white/blue exterior

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1988 E Renault S56 Mark II Reeve Burgess Beaver, 25-seat bus, Perkins 4-cylinder Phaser turbo/automatic, being prepared for MoT this week, disc brakes, power door, excellent condition, attractive brown interior, price includes all mechanical, panel and bodywork, plus a respray in your livery, last of this batch, £4,995

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1994 M VOLVO B10M PLAXTON PREMIERE 350, ZF 600, fully auto transmission, 46 reclining seats, courier, rear demountable toilet, servery, double glazing, curtains, radio/PA, one piece rear end, finished in cream ..... **Choice of 2 £97,000**

1990 VOLVO B10M MARK III GL JONCKHEERE DEAUVILLE, 51 recliners, courier seat, rear demountable sunken toilet/continental door, new test, d/glazed, radio/PA, new test, repainted white **£79,500**

1989 F VOLVO B10M VAN HOOL ALIZEE H, 49 reclining seats, courier, centre demountable toilet/continental door, d/glazed, Telma, blinds, radio/PA, etc. ~~**£60,500**~~ **£67,000**

1988 E VOLVO B10M JONCKHEERE P599, 53/57 retrimmed reclining seats,courier, d/glazed, radio/PA,repainted white, new test **£62,500**

1986 C VOLVO B10M CAETANO ALGARAVE, 53 reclining seats,courier, continental door, radio/PA, new test **£35,000**

1985 C VOLVO B9M PLAXTON PARAMOUNT 3200, 43 retrimmed seats, repanelled and painted white, new test, choice of 3 ..... **£42,500**

1980 V VOLVO B58 SEMI AUTO, PLAXTON SUPREME IV, 53 E-type seats, courier seat, power doors, curtains **£10,000**

OTHERS

1995 N IVECO 59/12, Cacciamali, 20 Fainsa seats, Webasto, Sutrak, air conditioning, radio/PA, fridge, boiler, large boot, immaculate **£37,500**

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1988 E Renault S56 Mark II Northern Counties 25-seat bus, Perkins 4-cylinder Phaser Turbo/automatic, just returned from contract hire, MoT April 1998, repanelled and resprayed white in March, disc brakes, power door, attractive interior, ready for work and available now, £4,895

1986 C Dodge S56 East Lancs 26-seat bus, MoT August, clean body and interior Perkins 6-cylinder engine and 4-speed manual box, engine smoky, this week's driveaway bargain at just £795.

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1987 E MERCEDES 609, Ensor 19/16 Fainsa seats, tables, radio/PA, carpeted, racks, power steering, drop boot, clean **£12,000**

1987 LAG PANORAMIC, 49 retrimmed reclining seats, courier seat, centre toilet with continental door, d/glazed, Telma, radio/PA,repainted white..... ~~£45,000~~ **£42,500**

1985 PP DAF MB200 PLAXTON PARAMOUNT 3500, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV..... ~~£27~~ **£25,000**

1984 BEDFORD NJM WADHAM STRINGER VANGUARD, ratcliffe side lift, low mileage **£2,500**

1982 BEDFORD PJK 330 DUPLE DOMINANT, 29 retrimmed seats, POD, clean ..... ~~£6,000~~ **£5,000**

1976 BEDFORD PJK DUPLE DOMINANT, 29 seater, new test..... **£2,500**

DUE IN SHORTLY

1995 VOLVO B10M PLAXTON EXCALIBUR, 49/53 reclining seats, courier, centre demountable toilet, d/glazed, boiler, belts, radio/PA..... **£129,500**

1993 L TOYOTA OPTIMO, 21 seater, radio/PA..... **£35,000**

1989 G TOYOTA OPTIMO, 21 seater, POD, radio/PA **£16,000**

1989 F VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining seats, courier seat,rear sunken toilet, continental door, d/glazed,air conditioning, lockers, radio/PA..... **£62,500**

1988 B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, curtains, sunken toilet/continental door, blinds, radio/PA..... **£57,500**

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IN BRIEF

Scanias keep on coming

COWIE-owned North Western Road Car has added a further 21 new Scania L113-based buses to its Manchester and Merseyside operations, the latest with Northern Counties bodywork. It has taken 56 L113s in the last 18 months.

Express Travel buys Sprytes

DENNIS supplied Dart SLF chassis for these East Lancashire Sprytes for Express Travel of Speke. The ISO 9002-accredited company is using the vehicles on contracts for Merseytravel.

Third RH2000 Wings its way

WINGS Luxury Travel have taken their third Robin Hood RH2000 minicoach. The 25-seater, supplied by the Buddens-owned manufacturer, has the new bonneted front, plug door and large boot.

Air-con Van

Passengers fall for

Hools join Wallace Arnold

MOSELEY PCV

WALLACE Arnold has swung into action on its Summer Continental tour programme with 15 of these Van Hool Alizee-HE Volvo B10Ms.

The coaches are to WA's standard European touring spec, with roof-mounted air conditioning, rear sunken toilet, fridge and water boiler, and 46 seats.

"The main reason for down-seating is to ensure we can stay within weight limits," said operations director Stephen Barber. "With all the extra bits, heavyweights like these can be too tight on weight with 48 seats. The bonus is noticeable extra legroom."

Though it is not shown in the photograph, the latest delivery has Van Hool's new rear mouldings: "I always felt the back end was the Alizee's weakest point of style," said Mr Barber. "The air conditioning is on the roof because Sutrak advises us it works better, it frees up luggage space, and it's advertising the fact the coach is air-conditioned."

The Van Hools are part of an intake of 56 new coaches this year — 36 of which are Plaxtons, and five Jonckheere Mistrals on trial. Thirty of the 56 are air conditioned.

"We've operated this kind of mix for the last few years, and so far, we're happy with all three, established products," said Mr Barber.

Eurorider flagship

AW GROUP

THE first new coach for many years replaces three executives in the Austin Travel fleet... and is proving to be a flagship vehicle.

The Scottish Borders operator is turning in 12½ miles to the gallon from the powerful 345 bhp Iveco EuroRider chassis, and getting some admiring compliments from its customers after they've travelled within the Beulas Stergo bodywork.

"The passengers love it," said director Barry Austin. "And, in general, I must say we're delighted with the coach. It has so much power, you hardly need to change gear."

Mr Austin said it was once company policy to buy a new vehicle every year, until low margins and rising coach prices in the 1980s forced the Earlston operator to source second-hand Van Hools. The Iveco Beulas is the first new vehicle for the modest fleet of six coaches.

Austin Travel was started in Melrose 31 years ago by Barry's father, Alec, and is now run by Barry and brother Douglas. It does a variety of its own tours, private hire, and local contracts.

Cambus tries four lowfloors

PLAXTON COACH & BUS

STAGECOACH Cambus has dipped its toes in the lowfloor water in Cambridge with four Plaxton Pointers on Dart SLF chassis.

The buses, funded partly by Cambridgeshire County Council, pass the city's biggest hospital on their route, hence the need for full accessibility: "But they are clearly bringing major benefits to all our customers on the route, especially shoppers with trolleys and parents with baby buggies," said John Bryant, chief engineer.

The buses have now been joined by Northern Counties Palatine double-decks as Cambus upgrades its fleet.

IN BRIEF

Premiere 350s join Ralphs

RALPHS Coaches of Slough has gone to Yeates for two, new Premiere 350s with B10M chassis. The 49 seaters have centre sunken toilet and full PA, and will be used on a variety of work including airport transfers.

Alizee for visually impaired

MOSELEY in the South supplied this superb, accessible Van Hool Alizee for St Dunstans, the charity for visually-impaired, ex-services people. It has a chair-lift and tracking for up to eight wheelchairs, servery and toilet.

Nouvelles join Atlantic fleet

ATLANTIC Executive Travel of Heywood, Manchester, has taken two Autobus Nouvelles from the Optare-owned manufacturer. One has 29 seats, the other 33, and both were supplied by Connaught PSV Sales.

Change is as

AVE BERKHOF

THE styling of Berkhof's Axial bodywork was enough to convince Westbus that a change is as good as a rest when it comes to fleet specification.

The Hounslow company has until now been exclusively Jonckheere/Volvo, but this trio of coaches is a break from the usual. Two are based on B10M, the other

Clarksons Alizee in a break

MOSELEY PCV

CLARKSONS has only six coaches in its Pontefract-based fleet... but none of them older than three years.

This Van Hool Alizee HE on Volvo B10M maintains the momentum and the Clarksons livery, but breaks with tradition by downseating to just 46 Labellux seats.

"You would be really surprised how much extra legroom this makes," said Ian Clarkson, co-director of the company with brother-in-law John Hancock. Ian's son's name, Joe Peter, has been lent to the coach.

The air-conditioned coach features rear servery and washroom to suit its mainly elderly clients, and so has no rear window. This leaves ample luggage room, and no steep stairwell.

"We now have three Van Hools, the other new one this year being a vehicle in Leger Travel livery," said Ian Clark-

good as a rest for Westbus

has Dennis' Javelin GX 300 bhp chassis.

"We wanted to try the Javelin for all the reasons most operators like about it, especially the fuel economy. Jonckheere Mistral isn't available on Javelin, and we liked the flamboyant style of the Berkhof Axial," said operations manager Tim Miles.

"These days, I think the operator has to look for anything which can assist him in sales, and the customer reaction has been excellent — they can see that the Axial is a more modern vehicle."

Westbus is, in fact, the world's biggest operator of Volvo B10M. Though the UK branch has only 18 of them, its Australian parent, Westbus PTY in Sydney, runs 400. In the UK, Westbus concentrates on Heathrow incoming work, with some touring and private hire.

with tradition

son. "Moseley is virtually next door to us, and we get reliable Continental back-up on Van Hool."

The coach will be working on Clarksons' 190 own-tour departures this year. It joins a fleet of 16 vehicles, most of which are service buses on commercial routes.

Though the company is largely run by Ian Clarkson, John Hancock and Paul Clarkson, founder Ken Clarkson keeps a weather eye on the operation.

Lowfloors bridging the gap at MTL

PLAXTON

MTL is bridging the gap between buggies and public transport with 13 more Plaxton Pointers on lowfloor Dennis Dart SLF chassis.

The baker's dozen buses have gone into the Wirral Peninsula fleet, plying routes south of the Mersey. They operate on commercial and tendered services, matching development of Birkenhead bus station and better shelters. "We have used them to replace elderly double-decks," said general manager Martin Taylor. "They are proving a great success with our customers and our drivers." The vehicles are MTL's first lowfloor Pointers, and follow several months' evaluation of the marque in the MTL fleet. It has a substantial number of conventional Pointers, however.

Second in our series by Mike Morgan lifts the veil on EU proposals which could change the shape of the British coach

Substantial changes on way?

THE DRAFT European Union Directive on coach and bus construction standards is yet to be formally published in the Official Journal of the European Commission. Although the Directive will not come into effect before 1999 at the earliest and Britain is promised derogations at least until 2003, as noted last week (*CBW*, 12 July) it could mean substantial changes for the UK — crush-loading buses with more doors and more staircases and minibuses with fewer seats. But what of coaches?

In Euro-speak the harmonised coach of the future will be a Class III vehicle — ie a vehicle with a capacity exceeding 22 passengers in addition to the driver and "constructed exclusively for the carriage of seated passengers."

A minicoach — or Euro Class B — has a capacity not exceeding 22 passengers and is least affected by the Directive.

The technical requirements for coaches require not less than 25 per cent of its weight (laden and unladen) must be on the front axle. However, it is not this directive that lays down maximum coach weights. This is set by Directive 96/53 at 18 tonnes for two-axle vehicles and 11.5 tonnes for drive axles. The UK has a derogation from these limits until 31 December 1998 and, unless there is a convincing argument why the infrastructure remains inadequate, other member states are unlikely to agree to it being extended.

Harmonisation will force the rest of the European Union to adopt ECE R66 rollover on all single-deck coaches AND a UK-style tilt test — 35 degrees for single deck, 28 degrees for deckers. But the new passenger weight is 71 kg on each seat and the calculation method an acceptable alternative to a physical test.

Regulations will also cover protection against fire risks, fire extinguishers and first-aid kits. However, the number of exits is the really contentious area — ie 9-45 passengers, one door; 46-70 passengers, two doors; 71-100 passengers three doors; etc. Minimum door width is 65cm (55cm between handrails) and a double door of 120cm counts as two doors. All exits must be on the nearside and also count as emergency exits which are also pro-rata to the number of passengers.

For double deck coaches with 30-plus passenger seats on the top deck there must be more than one staircase. The Directive does not say that offside emergency doors are permitted. However, since it only prohibits offside service doors it does not explicitly forbid them, either.

Examples of coaches meeting the above requirements are:

1) A single-deck coach with a capacity of 50 having two doors, two roof hatches and two offside emergency windows.

2) A double-deck coach with a capacity of 75 (54 upstairs/21 downstairs) having three doors and an emergency window on the lower deck, and two roof hatches and two emergency windows (on either side of the coach).

Precise requirements for size, location and number of doors, windows, hatches, markings etc are laid down by the Directive — as are step heights, seat size and a range of other interior specifications. However, the only requirement for the cab area is that the seat must be at least 50cm wide and the squab at least 40cm from the steering wheel while the driver should be able to reach all controls without leaving the seat and objects of diameter 2-7cm must be prevented from rolling into the driver's foot zone.

The Directive does not require coaches to be built with mandatory wheelchair access, but does lay down requirements that must be met where wheelchairs are carried. Planned requirements for seatbelts are covered in a separate Directive.

Minicoaches (22 seats or less) do not require R66 Rollover but must pass the 35 degree tilt test, must have two doors (though an emergency door is not obligatory), and must have three emergency exits unless equipped with 17-plus seats when four exits are required. Derogations are proposed to require minicoaches less than 2.3 metres wide to have an offside emergency door as one of the exits. And such vehicles can have 40cm wide seats while, with up to 16 seats, the seat pitch can be 60cm instead of 65cm.

The Commission proposes to review the derogations in 2003 and assess the safety differences. Thus there is no guarantee the derogation is extended but it is assumed the 2003 date is related to the start date of the Directive and could be 2005 if, as predicted, this is delayed to 2001.

A 46-seat Euro coach of the future will have two nearside doors

Clarification

LAST WEEK Inside Europe said: "Where there is capacity for more than 50 passengers there will have to be two exits." However, this only applies to the top deck of a bus which must have two staircases where there are 50-plus seats.

For single-deck buses (class 1 or 2) and coaches (class 3) the threshold is 45 seats, whereas, as noted above, a double-deck coach with more than 30 seats on the top deck will require two staircases.

Nevertheless, the 50-plus figure applies to the number of escape hatches and, just to complicate matters further, a derogation affecting double-deck class 1 buses allows an offside emergency exit to count as one of the exits.

Free circulation of vehicles is the goal

FREE-CIRCULATION of manufactured products throughout the 15 member states will be enabled by the draft European Union Directive on coach and bus construction standards — ie EU-wide type approval.

It will only apply to the construction of coaches and buses — not their use, enabling the UK, for example, to lay down requirements for all buses used on local service to be wheelchair accessible.

The earliest date for implementation is October 1999, with derogations reviewed in 2003.

However, a more realistic start date is 2001.

Class 1 vehicles are buses "constructed with areas for standing passengers" (normally city buses).

Class 2 vehicles are buses "constructed principally for the carriage of seated passengers and designed for standees in the gangway" (normally interurban buses).

Class 3 vehicles are coaches with seats for 22 or more passengers.

Minibuses are designated Class A if they have provisions for standees and a capacity not exceeding a total of 22 passengers.

A Minicoach is defined as Class B if it is limited to a maximum of 22 seated passengers.

Tilt test will be mandatory across the EU for all types.

ECE R66 rollover will apply to all single-deck coaches.

Minimum seat pitch of 65-75cm (depending on vehicle type) will be required with a derogation for buses narrower than 2.3 metres and double deckers.

A minimum seat width of 45cm is defined, again with derogation for narrow and double-deck buses.

Buses with capacity for 70-plus passengers (coaches 45-plus) will need two doors.

Double-deck buses with 50-plus seats upstairs (coaches 30-plus) must have two staircases.

First step height will be 32cm.

All Class 1 buses must be wheelchair accessible.

Access provisions for Class 2 are under review.

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1987 D Freight Rover Sherpa 20-seat bus with Transit DI engine and gearbox, Carlyle Mark I bodywork, brown coach seats with red/multicolour centre stripe, power door, saloon heater, excellent workhorse, one only at just £4,495

1989 F Ford Transit Di diesel 14-seat factory minibus, MT75 gearbox, already fitted with three point seat belts to all seats, ready to be finished to your requirements, £4,995

1988/9 (E/F/G) Iveco 49.10 Carlyle Mark II 23 and 25-seat buses, 5-speed manuals, some with luggage pens, some with power steering, all being fully prepared prior in July and August, wide choice now in stock and arriving shortly, some with new engines c/w 12 months unlimited mileage warranty, prices from £5,295 to £7,995
1988/9 (E and G) Renault S56 Mark II Northern Counties 25-seat buses, automatic gearbox, coachbuilt fronts, red or fawn interiors, power steering, disc brakes, Telmas, choice of just two very clean machines from £4,995 to £6,495
1988 E Renault S56 Mark II Reeve Burgess Beaver 25-seat bus, automatic gearbox, power steering, disc brakes, excellent condition, power doors, attractive brown/red stripe interior, very clean condition with current MoT to 1998, just one remaining at £4,995 **or buy as seen for a much reduced price.**
1988 E MCW MetroRider MF150/72 Midibus, 23 or 25 seats, Cummins 6-litre/Allison 4-speed gearbox, power steering, power door, attractive red patterned moquette seating, full soft trim interior, saloon heating, one only, £7,495

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1987 E Dodge S56 Mark I 25-seat buses, Alexander AM bodywork, automatic gearboxes, Perkins 4-cylinder turbo engines, power doors, attractive interiors with full soft trim interiors, our best value fully prepared 25-seat buses at just £4,295 each
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DUE IN SHORTLY

1989 F Talbot Pullman 22-seat bus, new MoT, gearbox/diff unit just replaced
1988 E/F Iveco 49./10 Robin Hood 21-seat buses
1988 E Iveco 49.10 Carlyle Mark II 25-seat coach, 3 weeks delivery order now for choice of moquette for interior retrim
1989 F Freight Rover 16-seat coach, van conversion, luggage racks/stereo

All the above prices include our full preparation package, comprising a new PCV MoT, full mechanical inspection and report with defects rectified, and all necessary body repairs and repanelling. Trade-ins are welcomed, and we can offer finance for any vehicle in stock, subject to status. Many of the above vehicles can be purchased at much lower prices with current MoT's prior to being prepared. Phone for full details

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1987 D Iveco 49.10 TurboDaily Robin Hood 21-seat bus, MoT 27/04/98, recent engine, excellent vehicle, exterior white/blue £2,995
1986 C Dodge S56 Mark I East Lancs 26-seat bus, 4-speed manual gearbox, short MoT, good bodywork, Perkins 6-cylinder engine, runs but poor, bargain at £795
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Turbo, extra long wheelbase, 18 seat executive minicoach, lowered entry step, high back coach seats, side skirts, outstanding example of this popular vehicle
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Luxury 16 seat Mini-coach. Brand new conversions. Lowered front entry step, high back moquette seats with 4-point inertia reel belts, luggage racks, roof vent, tinted panoramic metal framed windows, steel box, re-inforced side frames, 6-speaker stereo, full COIF.
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16 seat luxury minicoach, low mileage, finished in white, FSH, seatbelts, COIF, in excellent condition, choice of 3
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K reg 92
TRANSIT DIESEL
12 seat high roof luxury minibus, high back moquette seats, finished in white, excellent condition
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L 94
LDV 200 DIESEL
Superb 8 seater factory model with belts, cloth trim, a/c, radio/cassette, superb throughout
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£12,995 + VAT
Lease/Buy from £63pw

N 96 LDV CONVOY
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£16,995+VAT
Lease/Buy from £70 pw

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£4,995

F Reg
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Access bus, front entry, power door, big vehicle, low price, good value at
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DAF 400 Diesel
16 seat luxury minicoach.
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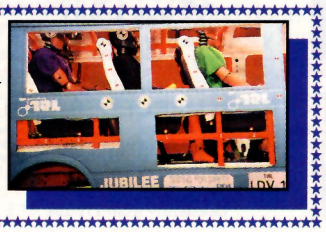

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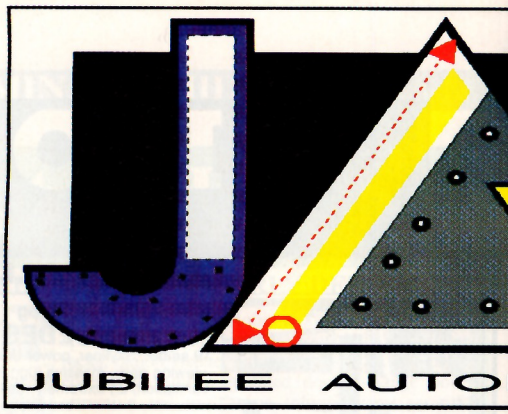

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The Double Award Winners

Limited availability for August 1st!!

MERCEDES-BENZ 412
16 seat luxury — **1 only**

MERCEDES-BENZ VARIO
24 seat coach — **2 remaining**

MERCEDES-BENZ VARIO "NOUVELLE"
29 seat coach — **4 only**

To avoid disappointment place your order now!

■ Seat belts standard ■ Part exchange welcome
■ Low deposit finance available ■ Two year warranty

Contact the supplier who cares on:

01709 700220

Autobus – a division of Optare

70539/MM

B & D HOLT

H reg LEYLAND DAF 400 SERIES, 16 seater with wheelchair lift, tested, nice and clean **£6,750**
E reg DODGE S56, 25 seater, Reeve Burgess body, one owner, direct out of service **£4,950**
J reg RENAULT MASTER, 8/9 seater, wheelchair facilities **£5,250**
G reg FORD TRANSIT, 12 seater **£4,750**
H reg IVECO ACCESS BUS, hideaway tail-lift, tracking, seatbelts **£9,500**
G reg TRANSIT, 8 seater, high back seats, luggage pen **£5,750**
G reg OMNI, 7 seater, wheelchair accessible, tested **£3,950**
1980 VAN HOOL 53 seater, March 1998, test, Ford running gear **£4,250**

Tel: 01204 525835

70743/MB

FOR SALE

New LDV Convoy, turbo diesel, metallic red, 16 seat, full spec, M2 seats. . . **£16,750**
N reg LDV Convoy, 16 seat diesel, newly converted **£14,500**
N reg LDV, 16 seat diesel, full spec. Special offer **£10,750**
N reg LDV, diesel, underfloor tail lift **£12,750**
M reg LDV, 16 seat turbo diesel, full spec. **£10,750**
1993 RENAULT MASTER diesel underfloor luggage finished in blue **£10,250**
J reg LEYLAND DAF high top 16 seat . . . . . **SOLD** **£4,995**
1987 LEYLAND high top, under floor tail lift, wheel chair accessible, part exchange to clear . . . . . **SOLD** **£1,750**

CONVERSION TO CUSTOMER SUPPLIED VANS

LEYLAND DAF, conversion for 17 seat. **£2,800**
FORD TRANSIT, long wheelbase, 14 seat **£2,500**
FORD TRANSIT, short wheelbase, 12 seats **£1,950**
B reg DORMOBILE, 16 seat, taxed and tested, to clear **£1,250**

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70717/MB

ADAMSON

MERCEDES MINI-COACH SPECIALISTS

IN STOCK AND IN BUILD
New 612 & 814 Varios, 711D
24 seats, high spec

AVAILABLE FOR IMMEDIATE DELIVERY
Mercedes 412D Sprinter, LDV Convoy 3.5D
Both 16 seats, very high spec

PRE-OWNED VEHICLES FOR SALE
Mercedes 609D (1992 Crystals conversion)
Power door, dropwell boot, 24 seats, long test, very clean

EACH OF OUR COACHES ARE BUILT TO EXACTING STANDARDS WITH ALL AGE SEAT BELTS FOR MAXIMUM SAFETY
ALL COACHES CARRY A TWO YEAR WARRANTY

FINANCE PACKAGES CAN BE ARRANGED ON REQUEST

For prompt attention contact
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70055/MM

Don't forget from 14th August, Coach and Bus Week will be on your desk on a Thursday, so all adverts must be in the offices by 10.30am on the Tuesday prior to publication.

CBW CLASSIFIED – THE WEEKLY THAT WORKS

MINIS & MIDIS

WESTERN COMMERCIAL

NEW VARIO VAN CONVERSION COMING SHORTLY

NEW STOCK

MERCEDES 814D PLAXTON, 33 seat, air suspension, 3 weeks
412 MERCEDES, 16 seat luxury.
810 MERCEDES PLAXTON, 29 seat service bus, air suspension
711 MERCEDES, 29 seats, coachbuilt, power door, seat belts.

USED

1995 (N) 711 MERCEDES, 25 coach seats
1995 (M) FORD TRANSIT, 15 seat, seatbelts
1994 (L) FORD TRANSIT, 15 seat + driver. Choice
1991 (H) MERCEDES 811, 24 seats, coach spec.
1990 (H) MERCEDES 709, 29 seat, coach built, dual purpose
1984 (B) MERCEDES 608, 21 seat + tail lift 70420/MB

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH on 0131 333 2001
or EVENINGS 01357 521888

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AVAILABLE FOR IMMEDIATE DELIVERY

NEW SCANIA K113 CRB VAN HOOL ALIZEE, 57 seats

NEW SCANIA K113 CRB VAN HOOL ALIZEE, 49 recliners + toilet with or without air con

NEW SCANIA K113 CRB IRIZAR CENTURY 3.5, 49 recliners + air con + drivers bunk + TV/Video

NEW SCANIA K113 TRB IRIZAR CENTURY 3.7 (3 AXLE) 51 recliners + Air con + fridge + TV/Video etc

NEW SCANIA L113 CRL WRIGHTS ACCESS ULTRA LOW – LOW FLOOR SERVICE BUS, 47 seats

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Reliable Vehicles Limited
SCANIA SCOTTISH DISTRIBUTORS 70751/SC

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MERCEDES 814 ENTERPRISE FOR IMMEDIATE DELIVERY

33 hi back coach seats covered in moquette, moquette centre roof panel, luggage racks, driver's locker, top quality lino floor, power door, tinted window set in black anodised frames, fluorescent interior lights, reading lights, radio cassette with saloon speakers, driver's reading light, 2 saloon heaters, 2 quadvents, full size mirror, modesty panel with grab rail, driver's partition with night blind, emergency buzzer, emergency hammer, drop well boot, rear door buzzer legal decals, COIF. 70647/MM

Karen Trumble
Dartford (01322) 228538

David McKinless
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2 SCANIA K112 67-71 SEATERS

1987, private plates. Completely re-panelled and sprayed. New engine and re-trimmed. Full executive with a full test.

PRICE IRO £55,000 EACH OR £98,000 FOR THE TWO

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SCANIA K112 PLAXTON PARAMOUNT 4000

71 seater, 1987 (Oct), PP, repanelled, full executive, new MoT

£59,500 ono

BAKERS DOLPHIN

For further details phone
01934 635635 70649/SFS

VOLVO

Due to new vehicles arriving shortly the following coaches are for sale:

1990 VOLVO B10M VAN HOOL ALIZEE, 49/53 reclining seats, courier, centre demountable toilet, continental door, double glazed, curtains, PP, radio P/A, MoT, April 1998.....**£79,500**

1989 VOLVO B10M VAN HOOL ALIZEE, 49/53 reclining seats, courier, centre demountable toilet, continental door, curtains, PP, radio, P/A, MoT January 1998 .....**£72,500**

1989 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 reclining seats, curtains, PP, radio, P/A, courier seat, new MoT, choice of 2 .....**£59,500 each**

BAKERS DOLPHIN
For further details
Phone 01934 635635 70648/VO

DEAL OF THE WEEK!

1993 VOLVO B10M PLAXTON PREMIERE 350

53 seat coach, 240,000 km with current MoT, excellent condition. For quick sale at

£95,000 + VAT
Tel: 01709 835749
NO TIME WASTERS PLEASE 70547/VO

BREAKING VOLVO B10M, 1981-1984. **01873 855832, 0973 218127.** 70341/VO

CARRIAGEWAYS

1991 MAN 11.180 ALGARVE, 32 recliners, toilet, tv, video, courier seat, PSV'd to 35 seats, Test Feb '98, **£57,000**

1992 IVECO 49.10, 18 seats, luggage racks (16+ luggage), Test Oct '97, **£14,950**

1990 (H) MERCEDES 811D, MTM, 26 seater, tested July '98, **£18,750**

Tel: 01234 740057 70729/MB

SETRA

1986 Setra 215 HD, PP

49 reclining seats plus courier, toilet, 2 x TV + video, coffee machine, drivers bunk, carpets and blinds, Webasto heater, recent gearbox overhaul, seatbelts, excellent condition, owned by us from new

£52,500 + VAT
Tel: 01254 878917 70637/SET

SERVICE BUS

PLAXTON POINTER, ultra low floor, 41 + standees + wheelchair ramp if required. Immediate delivery. Part ex welcome. **Tel: Blythswood Motors 0141 221 3165 or 0141 639 6107 eves.** 70567/SB

DART SLF, 10.8m WRIGHTS CRUSADER OR EAST LANCS SPRITE, 41 seats/21 standing, tip up seating arrangement for disabled position, side and rear trn, plain white, delivery August '97. **Tel: 01908 218111.** 70736/SB

DART 10.3m MARSHALL C31, 31 seating, double doors, coach style seating, 1995 'M'. **Tel: 01908 218111.** 70738/SB

DART 10.0M NORTHERN COUNTIES PALADIN, 31 seating, 21 standing, double doors, coach style seating, 1991 'J'. **Tel: 01908 218111.** 70737/SB

TOYOTA

CAETANO OPTIMO III, 18 seats, drinks machine, 1995 'M'. **Tel: 01908 218111.** 70735/TO

1987 TOYOTA OPTIMO I, 4 cylinder, 19 retrimmed seats with lap belts, MoT 04/98, **£6,750 + VAT ono. Tel: 0118 971 3257 (Berks).** 70486/TO

VINTAGE VEHICLES

1957 LEYLAND 45 seater, collectors, won an award in 1982, lots of money spent on it, (tyres, shocks, panels), tidy bus, no tax or test, little work for test, **£2,000 + VAT ono. Tel: 01902 401220.** 70636/VV

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94 PREMIERE, all extras. '89 Van Hool Super High and '89 Plaxton 3500. '88 Algarve high floor, both with demountable toilets/53 and selection of '82, '83, '84, '86. All Volvos. Part exchange welcome. **Tel Blythswood Motors: 0141 221 3165 or 0141 639 6108 eves.** 70568/VO

VOLVO B10M's

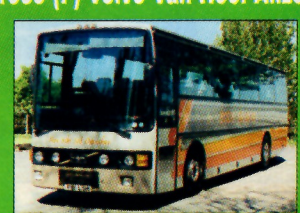
PLAXTON SUPREME VI 1982, double glazed, side lockers, 53 seats, curtains, radio/PA/cassette, MoT Jan 98, **£20,000**

PLAXTON PARAMOUNT, 55 recliners, side locker curtains, radio/PA/cassette, excellent stretch panels!, MoT Feb '98, **£26,000**

★ *Both vehicles fitted with Safetex seat* ★
★ *belts certificate of conformity issued* ★
Both the above are in excellent condition for year - working daily - replacement vehicles forces sale!

Wicksons Travel
01543 372247 Ask for MARTIN 70567/VO

1989 (F) Volvo Van Hool Alizee



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£83,750
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- repanelling where necessary
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All Mercedes 2 years warranty
or 200,000 kilometres Choice of coach builders

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NEW MERCEDES VARIO PLAXTON. 33 + standees, 97 Diptac step and floor. Air suspension, auto. Stock.

NEW MERCEDES VARIO PLAXTON, 29 + standees. air suspension, 97 Diptac, low step and floor. Stock

NEW MERCEDES 810 PLAXTON, 33 service or semi coach-seats, 12 standees, Diptac, air suspension, manual or auto and Telma. Stock

NEW MERCEDES VARIO Alexander service, latest body, all air and Telma. Very early

PLAXTON POINTER, ultra low floor, 41 + standees, w/c, **IMMEDIATE DELIVERY**

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NEW MERCEDES 814L, coach spec 37 seats air sus, P.door, large boot. Stock **Reduced**

NEW MERCEDES 814, diesel, extended coachbuilt luxury, coach spec, power swivel door, large boot, forced air. 33 coach seats. Stock **£58,000.** 1 only

NEW MERCEDES 711, Turbo, coach built, 25 and 29 seats, p/door, 1 boot, coach spec. Stock. **£48,000.**

NEW MERC VARIO 614. Luxury 24 large boot. All extras. Stock.

NEW 711 Turbo, conversion. 24 seat Luxury, boot, P swivel door, coach spec. Stock

NEW MERCEDES 611D, 24 seats, full spec, boot, power door, luggage racks, radio cassette, coach spec. Stock

MERC SPRINTER 412 Lux Turbo. Stock. 16 + lug

MERC SPRINTER 412 16 wheelchair. Stock

NEW TRANSIT 16 hi top, LWB, 7 days.
NEW TRANSIT 14, diesel, 5-spd, s/door.
NEW FORD TOURNEO, 9 seat, diesel. **Stock.**
NEW TRANSIT w/chair taxi bus. Stock.
NEW DAF, Convoy, 16 PSV, coach spec. Turbo.
NEW DAF, 16 hi roof, Convoy. **Stock.**

WHEELCHAIR PSV IN STOCK

LEYLAND DAF CONVOY, turbo and non turbo, 5 chairs, 16 lux. **Stock.**
NEW TRANSIT, 16 or 5 w/chairs, Tailift. 10 days
NEW MERC 412 Sprinter, 16/5 w/chairs. Tailift. **Stock.**
NEW MERC VARIO 24 coach seat, mobility or 6 w/chairs, 7 days.

ALL OPEN TO REASONABLE OFFERS

97 MERC 611 24 coach spec
95 NOV. MERC 814, 33 coach spec, low mileage
95 PLAXTON 711 25 coach spec, low mileage
94 MERC 811 p/door, 33 + 12
94 LEYLAND DAF, 20 seat, service, p/door

94 B10 PREMIER. D/glazed, fridge, coffee, 49 + toilet.

93 TALBOT TRI-AXLE, 22 + standees
92 TRANSIT DIESEL 12 PSV, power steering
91 TALBOT TRI-AXLE, 22 + standees
90 IVECO REEVER 23 coach seats and standees
90 TRANSIT LWB, Petrol, 12 seats.
90 TRANSIT, 15 PSV diesel. Tested.
90 TRANSIT, LWB 12 seat diesel PSV

89 DAF, Algarve exec 11.6, toilet, TV

89 VOLVO VAN HOOL SUPER HIGH. 49, toilet, TV, fridge, coffee machine.

89 B10 PLAXTON 3500, 50 + toilet

88 DAF BERKHOF SBR 3000, 75 seat exec d/deck, toilet, monitors, good trim, ready to work, tested

88/89/90 TALBOT, triaxles. 22+ standees.

88 VOLVO B10 ALGARVE, 53 recliners, demountable

88 VOLVO VAN HOOL, 49/toilet, TV.
88 MERC 814 (6 cyl) 29 coach seats
88 TRANSIT 14 diesel, PSV, tested
88 FREIGHT ROVER, 16 diesel, PSV coach
88 TRANSIT, 12 PSV, SWB, Diesel
88 TRANSIT, 12, Petrol
88 TRANSIT, 14 diesel, PSV

87 MAN ALGARVE EXECUTIVE, 49 + toilet

87 TRANSIT 16 + standees, new shape, power door.
87 MCW METRORIDER, Perkins, 23 + 6
87 MERC 814. 29 seats, new test.
87 RENAULT DODGE, service bus, 29+ standees

86 B10 ALGARVE retrimmed 49/53 Exec

86 VOLVO B9, 33 coach seats and standees and boot.
86 MERC 608, service buses, tested
86 RENAULT DODGE, 20 service, auto
86 R/DODGE, 25 seat, 5 speed
85 DODGE PERKINS, 39 seat, high speed, manual, power door

86 VOLVO B9, Plaxton 33 coach seat + boot and standees. Autobox

85 SETRA, exec, 49, toilet, TV

84 B10 VOLVO BERKHOF, executive, TV, retrimmed.

84 DAF JONCKHEERE, 49 + toilet, retrimmed.

84 VOLVO B10M PLAXTON 3500, 49 retrimmed, d/toilet.

83 DODGE R BURGESS, diesel, auto, 17 F dr.
82 BEDFORD, 35 seat, 8.5 metres.
82 DENNIS, V8 auto Alexander Service Bus
81 VOLVO DOMINANT IV, 57, belted.
81/82 LEYLAND DOUBLE DECK, 75 seat, East Lancs, SA, tested and tyres
80 and 81 BRISTOL VR, 74 seat double deck, Gardner engine, SA
80 BEDFORD PLAXTON, 31 recliners, tested

79 VOLVO IRIZER, 49 seats, toilet, exec

79 FORD 35 seat Duple II
78 LEOPARD Duple, express doors
78 LEOPARD EXPRESS Duple, 53
77 FORD 53 DUPLE, £750, tested
77 LEYLAND ALEXANDER SERVICE, manual gearbox
75 AEC ZF, retrimmed throughout, 53

WANTED FOR CASH – MINIBUSES & MIDIBUSES – ALL MAKES & SIZES. ALSO MODERN COACHES. IMMEDIATE HP SETTLEMENT.
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1977-79 DAIMLER FLEETLINE
Gardner engine, single entrance, 76 seats, good MoT, choice

1986 MERCEDES 608D
Reeve Burgess bodywork, 20 seats + standees, power door, good MoT. Choice of 5.

1987 IVECO 49.10
Carlyle II body, 25 seats, service spec, power door, new MoT.

1986 IVECO 49.10
19 seats with luggage pen, power door, 5-speed manual, new MoT, very clean for year

1987/88 MCW METRORIDER.
23 seats + 7 standees, Cummins engine, Allison auto, power steering, power door, in white.New MoT. Choice of 4.
1987 RENAULT DODGE,
Alexander body, 25 seats, good MoT, service spec, very clean
1987 MERCEDES 609D,
Robin Hood body, 20 seats, 6 standees, power door, power steering, painted in white, new MoT, choice of 4
1986 LEYLAND SHERPA
Dormobile bodywork, 16 seats, service spec, clean for year

COACHES
1987 LEYLAND TIGER DOYENNE
50/53 seats, belts, good MoT. Painted in white.

WANTED
MERCEDES 609/709/811 Service/Coach spec, immediate cash settlement

MANY MORE VEHICLES ARRIVING
Tel: 01606 853298 70714/VSM

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1979 FORD PLAXTON, 53 seater, MoT 21/3/98, tax 31/3/98 .....**£2,500**
1982 FORD PLAXTON, 53 seater, MoT 26/4/98, tax 30/4/98, tinted glass **£4,000**
2x 1987 MERCEDES 609, 24 seater, Reeve Burgess, 1 with electric door, MoT 1/2/98, taxed **£12,500**
1986 FORD TRANSIT, 16 seater, Carlyle body, MoT 15/1/98, taxed 30/6/98 ..**£1,600**
1986 MERCEDES 307D, 12 seater, Reeve Burgess, MoT 13/9/97, tax 31/5/98 **£3,000**

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Your Local Family Coach & Tour Operator

70463/VSM

DENNISON 40ft Tri-axle curtainsider, 1979 trailer, 12 months MoT, 8ft 6in aperture, good condition/mechanics, £2,750 ono. Crane Fruehauf 40ft tall box 9ft 4in, excellent condition, good mechanics, good tyres, unpainted. £1500 ono. **Tel: 0161 877 6071.** 70656/VSM

JB Coach Sales

1987 MAN BERKHOF ESPRIT
53 seater, seatbelts, MoT 04/98

1988 DAF SB230 DUPLE 320, 55 retrimmed seats, MoT 02/98.
1986 LEYLAND TIGER, PLAXTON PARAMOUNT 3500, 49 retrimmed seats, plus toilet, MoT 04/98.

Contact John Broadhurst
01283 704144 0860 295986

70719/VSM

AD Coach Sales

1995 Leyland DAF, 16 seater, turbo PS, TV, video, 15,000 miles
1992 Leyland DAF 16 seats, turbo, 3 point belts
1992 Dennis Dart, Northern Counties DP spec
1994 Volvo B10M Jonckheere 55 seater
1991 Optimo II 18 seater, tv/video

1984 DAF Jonckheere 599
1982 Bedford YNT Supreme VI
1980 Volvo B58 Viewmaster, retrimmed, new test
1982 Volvo B58 Supreme VI
1980 Ford Plaxton 35 seater
Plus other vehicles available

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Telephone: 0191 377 1802
After Hours: 0191 285 2239, (01207) 234858
Fax: 0191 377 1432

1996 LVD 400, 15 seater, high back, three point belts, tail lift, red exterior, grey blue interior, March 98 test

1986 MERCEDES 310, high roof, 12 seater, white exterior, blue grey interior, March 98 test

1984 BOVA EUROPA III, 49 seater, courier, curtains, centre sunken toilet, continental door, white exterior, grey interior, July 98 test

1982 LEOPARD, 11 metre manual, 53 seater, coach door, Dominant body, blue interior, cream exterior, October 97 test

1982 BOVA EUROPA, 53 recliners, courier, blue interior, white exterior, August 98 test

1981 FORD 53 seater, Supreme IV, reframed body, brown interior, cream/red exterior, August 98 test

70756/VSM

OPTARE CoachSales

SPECIAL PRICES - Ring now for an UNBEATABLE DEAL!!!

NEW BOVA COACHES FOR AUGUST 1st DELIVERY

FUTURA FHD 12.340 EXECUTIVE
DAF Engine, ZF manual gearbox with retarder, 49/53 seats, courier, double glazing, centre demountable toilet and centre continental door, radio/PA etc...

FUTURA FHC 12.300 EXECUTIVE
Cummins engine, ZF manual gearbox with retarder, 49 reclining seats, courier, double glazing, centre toilet, centre continental door etc... with air conditioning

FUTURA FLC 12.300 CLUB
Cummins engine, ZF manual gearbox with retarder, 53 reclining seats, courier, double glazing, curtains radio/PA/cassette etc...

FUTURA FLC 12.280 CLUB
Cummins engine, ZF 5HP 500 fully automatic gearbox with retarder, 53 reclining seats, courier, double glazing, curtains, radio/PA/cassette etc...

NEW OPTARE METRORIDER MIDIBUS
Integral body construction, 8.4 metres long, wide body variant, 29 bus seats, 14 standees, Fastflow entrance door, Automatic gearbox with Telma retarder, hard trim throughout for easy cleaning, DPTAC 97 features
2 available for immediate despatch

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Call Chris Gee or Bob Manton on 0113 264 5182 or fax us on 0113 260 6635

Optare CoachSales is a division of Optare Ltd
Manston Lane, Leeds, LS15 8SU

SPECIAL PRICES - Ring now for an UNBEATABLE DEAL!!!

7084/VSM

VOLVO

1977 VOLVO B58
57 str. Recent retrim, exterior white, new test
£7,500
May swap for 19-25 str. Mercedes
TRANSCITY Swanley
01322 665533

70730/VO

1981 PP VOLVO B58 PLAXTON VIEW-MASTER, (air overleaf), 53 seater with seatbelts, centre carpet, curtains, radio/cassette, taxed and MoT'd to January 1998, £11,750 + VAT. **Tel: 01772 749358/747329.** 70708/VO

1980 PLAXTON B58, 53 seater, 11 metre power door, Bristol dome, tinted glass, private plate, retrimmed, new MoT, **£8,950 ono. Tel: 01902 735477.** 70723/VO

CBW CLASSIFIED - THE NUMBER ONE COACH AND BUS INDUSTRY MAGAZINE

FLEETMASTER BUS & COACH LIMITED

5 Kings Court, Harwood Road, Horsham, West Sussex, RH13 5UR
Tel: 01403 276222

*Forget the three **R's** – Fleetmaster offer 6!*

- **R U ready for 1 August?**
- **R-reg, brand new UVG S320**
- **Rent or lease – flexible finance packages available (subject to status)**
- **Replace an old coach – we may be able to take it in part-exchange**
- **Regular school work? Ask about the new 69-seat option!**
- **Really affordable**

Fleetmaster Bus & Coach, an authorised distributor for the UVG S320, can offer August delivery of new R-registered UVG S320's at prices you won't believe! And because it's built on the fuel-efficient Dennis Javelin, the UVG S320 offers low running costs too!

An R-registered coach is more affordable than you think

Call
Steve Swain or Mark Stephenson today for details

70399/VSM

New - Immediate Delivery

BOVA FUTURA FHD
49 reclining seats with seatbelts, centre sunken toilet, fridge, water boiler, continental door, air conditioning, carpets, ZF retarder, Interior -grey; Exterior -white.

VOLVO B10M GL WITH VAN HOOL ALIZEE H LUXURY COACHWORK
Centre sunken toilet, continental door, fridge, boiler, double glazing, air conditioning. Interior -grey/red; Exterior - white.

1996 BOVA FUTURA FHD
49 reclining seats, centre sunken toilet, continental door, air conditioning, drivers bunk. Interior - grey/multi; Exterior - grey/blue/pink. MOT April 1998.

1995 SCANIA IRIZAR CENTURY
49 reclining seats, air conditioning, toilet, continental door, video & monitor, fridge, water boiler. Interior -autumn tint; Exterior - red/orange. MOT May 1998.

1994 BOVA FUTURA FHD
51/55 reclining seats, centre sunken demountable toilet, continental door, double glazed side windows, drivers bunk. Interior - grey; Exterior - white. MOT January 1998.

1994 BOVA FUTURA FLD
53 reclining seats, courier seat. Interior - grey/green; Exterior - green/black. MOT February 1998.

1993 VOLVO B10M PLAXTON PREMIER
53 seats, rear continental door, aircraft type lockers, double glazed side windows. Interior - grey/multi; Exterior - white/orange. MOT October 1997.

1992 Volvo B10M VAN HOOL ALIZEE D/H
48 relining seats, rear floor mounted toilet, servery with fridge, water boiler. Interior - blue/grey; Exterior - white/yellow/blue.

1992 TOYOTA OPTIMO
18 reclining seats. Interior -grey/red. MOT December 1997

1989 DAF SB3000 CAETANO ALGARVE
53 reclining seats. Interior -autumn tint; Exterior - red/white/blue. MOT June 1998

1989 LAG PANORAMIC
49 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior -grey; Exterior - white.MOT July 1998

1988 CHARISMA
49 reclining seats, centre sunken toilet, continental door, double glazed side windows, air conditioning. Interior -grey/red; Exterior -white. MOT July 1998

1988 VOLVO B10M PLAXTON 4000
65 reclining seats, toilet, water boiler, wired for video/monitor, TELMA retarder, Interior -autumn tint; Exterior -white. MOT March 1998

1987 VOLVO B10M PLAXTON PARAMOUNT 3500
53 reclining seats, continental door. Interior - brown; Exterior - white. MOT August 1997

1987 BEDFORD YNV DUPLE 320
53 reclining seats, power door.. Interior -Autumn tint; Exterior -white/red. MOT April 1998

1986 BOVA FUTURA FHD
49 reclining seats, centre sunken toilet, continental door, Interior -brown, Exterior- white. MOT May 1998

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1986 BEDFORD YNV PLAXTON PARAMOUNT 3200
53 reclining seats, power door, seatbelts, ferry lift, Webasto pre-heater. Interior- brown/red, Exterior-white/red/orange. MOT November 1997.

1986 VOLVO B10M PLAXTON PARAMOUNT 3200
53 reclining seats, low drive position, TELMA. Interior- brown, Exterior-white. MOT February 1998.

1985 NEOPLAN SKYLINER
Mercedes engine, manual gearbox, 75 reclining seats, toilet, fridge, water boiler, TELMA retarder. Interior -red; Exterior -white/red/yellow. MOT Jan 1998

1985 LEYLAND TIGER DUPLE 340
49 reclining seats, rear sunken toilet, continental door. Interior -autumn tint; Exterior -white. MOT March 1998

1984 DAF DKFL CAETANO ALGARVE
50 reclining seats, rear floor level toilet, continental door. Interior -autumn tint; Exterior -white. MOT July 1998.

1983 VOLVO B10M JONKHEERE P90
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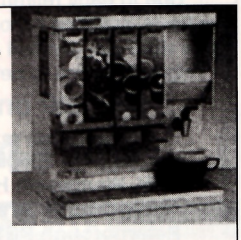

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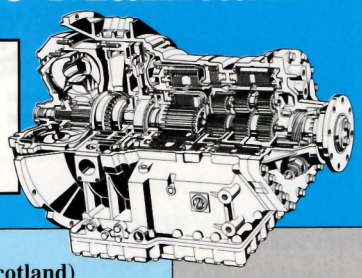

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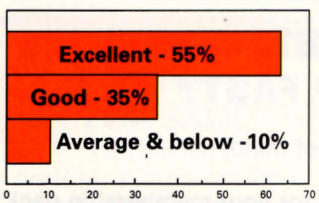

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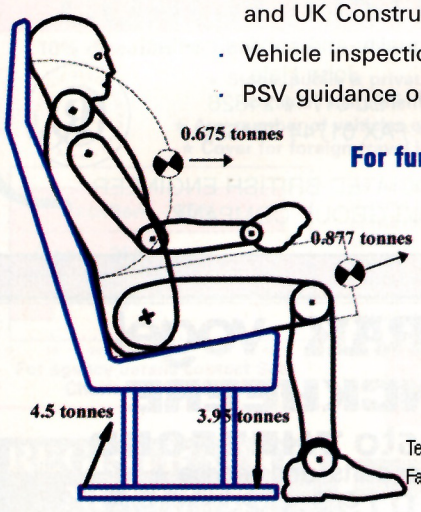

For further information contact:

Stephen Buckley
Body & Safety Group
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Fax: +44 (0)1203 353194

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DAF 50/60/70 SERIES, trimmed sleeper cabs £3000, 825 engines £3500, doors £150 etc
DAF 1900-2700, LHD trimmed day/sleeper cabs £3950, RHD top sleepers bare £1500, trimmed £4500, 825 engines £3500, bunk lockers £100, seats etc £ask
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Applications must be submitted in writing by Friday, 8th August, 1997, to:

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STAGECOACH CUMBERLAND
P.O. Box 17, Tangier Street, Whitehaven, Cumbria CA28 7XF

70758/APP

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replies to: Mrs Schofield, BMAC Limited,
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70681/APP

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70640/TEN

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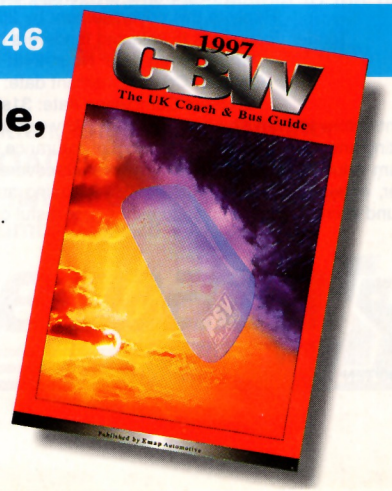


PEOPLE

Volvo chief joins the EC

VOLVO's corporate communications director, Kerstin Sterner, is leaving the Swedish automotive giant to join the European Commission.

From 1 September, she will join Neil Kinnock's department, DGVII, in Brussels, working as principal adviser to general director Robert Coleman.

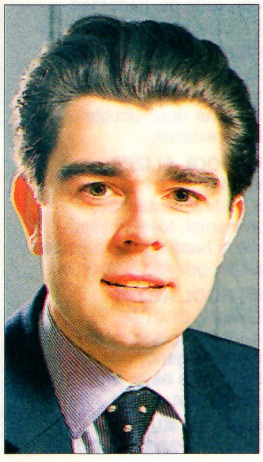
Ms Sterner has been with Volvo for some time, but took over the corporate communications for Volvo Bus in Spring, 1995.

She very quickly established herself as an environmental spokesperson for Volvo Bus, involving herself deeply with projects such as the Environmental Concept Bus.

"It is with mixed feelings I now leave Volvo Bus Corporation," said Ms Sterner.

"I would have liked to have developed the public relations of Volvo Buses a bit further, but to be chosen to represent environment, transport issues and your country in the common European work is something impossible to turn down."

Kerstin Sterner: joining Neil Kinnock's department



Ian Jones: helps bus plcs

Lawyer now a partner

PUBLIC transport lawyer Ian Jones, who joined Manchester solicitors Berrymans Lace Mawer in January as an associate, has become a partner in the business.

The 30-year-old personal injury and litigation specialist works in the commercial transport market, where he acts for a number of coach and bus companies including one of the 'Big Five' bus companies.

Mr Jones qualified four years ago, and completed articles at personal injury specialist Weightmans in Liverpool.

"A number of large plcs within the transport field are becoming 'self-insured' where they, rather than their insurers, pay the first part of any claims for damages against them," said Mr Jones. "This is making these companies adopt a much more commercial approach to settling claims. It is also having the effect of speeding up the settlement of claims and increasing our potential client base."

Former DSA man joins Stagecoach

STAGECOACH East London has appointed an ex-Driving Standards Agency man its company driving examiner. Tom Smith started his driving career as a London Transport driver in 1964, and got promotion to driving instructor at Chiswick in 1972.

Two further promotions followed before he was appointed training manager at the old Abbey District.

In 1987, Mr Smith was appointed assistant operating manager at the Red Arrow base in Walworth, and operating manager in 1990.

He joined East London in 1993 as a driving instructor on a two-year contract, before leaving to start as a car driving examiner at Loughton with the DSA.

Mr Smith has now studied at the DSA's Cardington training centre, and is a delegated driving exmainer for the company. His wider role will be to monitor driver quality.

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Driver	❑ 04
Other(please specify)	❑ 05

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Pre-owned Vehicle Stock List

DAF VOLVO ENGINE, VAN HOOL ASTROBEL
First registered: Oct 89. MoT: Aug 98
65 reclining seats, manual ZF 6 speed gearbox, double glazed, centre continental door, auxiliary heater, power door, toilet, radio/PA/cassette, TV, video, drinks, fridge, livery silver, grey interior.

DAF MB200 BERKHOF ESPRIT
First registered: 01.10.85. MoT: Feb 98,
49 reclining seats + courier, ZF automatic gearbox, rear continental door, drivers bunk, power door, toilet, radio/PA/cassette, tv/video, drinks fountain, livery white.

DAF MB200 BERKHOF ESPRIT
First registered: 23.02.84. MoT: Feb.98,
49 reclining seats + courier, ZF 6 speed splitter gearbox, rear continental door, power door, o/s/r, sunken toilet, radio/PA/cassette, livery white.

DAF MB200 BERKHOF ESPRIT
First registered: 14.09.84. MoT: May.98
53 reclining seats + courier, ZF 6 speed splitter gearbox, radio/PA/cassette, livery white.

DAF DHTD PLAXTON 3200
First registered: 17.02.89. MoT: 25.01.98
53 reclining seats, 6 speed splitter gearbox, power door, radio/PA/cassette, livery cream/orange.

DAF SB3000 VAN HOOL ALIZEE
First registered: 01.05.92. MoT: 03.02.98
49/51 demountable seats, manual gearbox, double glazed, power door, toilet, radio/PA/cassette, curtains, livery white.

DAF MB200 PLAXTON SUPREME 5
First registered: 02.04.82. MoT: 16.02.98
53 seats, 6 speed gearbox, power door, curtains, livery white/blue.

DAF MB200 PLAXTON SUPREME 5
First registered: 02.04.82. MoT: 16.02.98
6 speed splitter, 53 seats, power door, curtains, patterned moquette, white/blue exterior.

DAF DHTD PLAXTON 3200
First registered: 17.04.85. MoT: 23.04.98
6 speed splitter, 53 recliners, radio/PA/cassette, power door, cream/orange exterior.

DAF DHTD PLAXTON 3200
First registered: 17.04.89. MoT: 25.01.98
6 speed splitter, 53 recliners, radio/PA/cassette, power door, cream/orange exterior.

DAF SB3000 LAG PANORAMIC
First registered: 16.11.89. MoT: 14.10.97
ZF 6 speed, Telma, auxiliary heater, 49 recliners + courier, foot rests, seat back tables, nets, radio/PA/cassette, monitor/video, centre continental. toilet, servery, fridge, double glazing, drivers bunk, power door, striped grey moquette, yellow/red exterior.

DAF SB3200 VAN HOOL ALIZEE
First registered: 08.05.90. MoT: 28.06.97
ZF 6 speed splitter, 51 recliners, seat belts, radio/PA/cassette, monitor/video, centre continental, toilet, servery, double glazing, curtains, brown/orange moquette, white exterior.

DAF DHSB3000 VAN HOOL ALIZEE
First registered: 01.04.90. MoT: 15.11.97
ZF 7 speed, 49 recliners + courier, radio/PA/cassette, monitor/video, double glazing, centre continental. toilet, drinks, drivers bunk, white/blue exterior.

DAF SB3000 VAN HOOL ALIZEE
First registered: 01.05.92. MoT: 03.02.98
Manual gearbox, 49/51 demountable seats, radio/cassette, toilet, curtains, double glazed, power door, patterned moquette, white exterior.

DENNIS JAVELIN PLAXTON 3200
First registered: 19[illegible]. MoT: 14.05.98
6 speed, 35 seats, radio/PA/cassette, power door, re-moquetted, exterior repainted white.
SOLD

IVECO 59.12 DORMOBILE BUS BODY
Chrysler automatic, 27 seats + 8 standees, top opening side windows, extraction fans, patterned moquette, green/yellow exterior. Choice of 7.

LEYLAND TIGER 245 PLAXTON
First registered: 01.08.83. MoT: 26.04.98
ZF 6 speed, 48 recliners + courier, seat belts, radio/PA/cassette, monitor/video, continental door, toilet, drinks, striped moquette, gold/red/black exterior.

LEYLAND TIGER PLAXTON 3200
First registered: 01.02.83. MoT: 11.09.97
ZF 6 speed, 53 seats, radio/PA/cassette, express power door, red striped moquette, white exterior.

LEYLAND PLAXTON TIGER 3200
First registered: 01.05.84. MoT: 17.01.98
Semi-automatic, 48 recliners, seat belts, radio/PA/cassette, monitor, toilet, servery, drinks, power door, brown patterned moquette, white exterior.

LEYLAND TIGER ALEXANDER (BELFAST) SERVICE BUS BODY
First registered: Jun-Nov 1989
MoT: Aug-Dec 1997
ZF automatic, 55 seats + 24 standees, patterned moquette, exterior re-painted white. Choice of 3.

LEYLAND PLAXTON TIGER 3200
First registered: 06.03.90. MoT: 16.12.97
ZF automatic, 55 seats + courier, seat belts, radio/PA/cassette, double glazing, power door, toilet, servery, drinks, grey patterned moquette, exterior re-painted white.

MERCEDES D303 JONCKHEERE P50
First registered: 24.05.85. MoT: 28.03.98
6 speed, 51 recliners + courier, seat belts, radio/PA/cassette, monitor/video, centre continental, toilet, servery with sink, fridge, drivers bunk, double glazed, power door, patterned moquette, white/red exterior.

NEOPLAN SKYLINER
First registered: 01.08.95. MoT: 19.03.98
Allison automatic with retarder, Webasto, 73 recliners, seat belts, armrests, radio/PA/cassette, monitors/video, air conditioning, toilet/washroom, kitchen, twin water boilers, sink, fridge, tinted double glazing, split screens, wheel trims, electric two man tacho, burglar alarm, on board phone, blue moquette, blue exterior.

SCANIA K112 PLAXTON
First registered: 01.08.83. MoT: 10.01.97
5 speed with retarder, 49 recliners + courier, seat belts, radio/PA/cassette, double glazed, continental door, toilet, drivers bunk, power door, patterned moquette, yellow with pattern exterior.

SCANIA K93CR PLAXTON PREMIERE 3200
First registered: Feb 1992
MoT: Dec 1997-Feb 1998
ZF Automatic with integral retarder, ABS, air suspension with front kneel facility and ferry lift, 53 recliners, seat belts, radio/PA/cassette, 1/2 rear emergency exit, double glazed, blinds/curtains, centre gangway carpet, parallel opening lockers, choice of brown or grey moquette, exterior repainted white. Choice of 7.

SETRA TORNADO 215 HD (MAN)
First registered: 01.04.92. MoT: 12.02.98
ZF 7 speed, Voith, Webasto, 49 recliners + courier, radio/PA/cassette, monitors/video, Sutrak air-conditioning, centre continental, sunken, servery, water boiler, fridge, drivers bunk. drivers door with wardrobe, central locking, re-moquetted, exterior repainted white.

VOLVO B10M DUPLE 320
First registered: 18.04.86. MoT: 31.03.98
ZF 6 speed, Telma, 53 seats + courier, seat belts, footrests, radio/PA/cassette, power door, grey/red/moquette, cream/blue exterior.

VOLVO B10M PLAXTON PARAMOUNT 3200 (Re-bodied 1990)
First registered: 17.06.83. MoT: 13.04.98
Manual gearbox, 53 recliners, radio/PA/cassette, double glazed, power door, curtains, patterned moquette, white exterior.

VOLVO B10M JONCKHEERE
First registered: 01.09.90. MoT: 01.08.97
ZF gearbox, 51 recliners, radio/PA/cassette, rear continental, toilet, drinks, power door, double glazed, cream/green/orange exterior.

VOLVO B10M Mk III VAN HOOL ALIZEE
First registered: 24.05.90. MoT: 10.04.98
ZF 6 speed, 49 recliners, radio/PA/cassette, monitor/video, centre continental, toilet, drinks, fridge, drivers bunk, auxiliary heater, double glazed, power door, brown moquette, grey/silver exterior.

VOLVO B10M Mk III VAN HOOL ALIZEE
First registered: 04.01.92. MoT: 01.01.98
ZF 6 speed, 53 recliners + courier, seat belts, radio/PA/cassette, 1/2 rear emergency exit, forced air ventilation, double glazed side bays, brown moquette, exterior repainted white.

VOLVO B10M Mk III VAN HOOL ALIZEE
First registered: 09.01.92. MoT: 02.12.98/07.01.98
ZF 6 speed, ABS Webasto, air suspension, 49 recliners + courier, radio/cassette, 1/2 rear emergency exit, centre continental, mounted toilet, centre servery, crew compartment, split front screen, double glazed side bays, brown moquette, exterior repainted white. Choice of 2.

VOLVO B10M Mk III VAN HOOL ALIZEE
First registered: Jan/Feb 1991,
MoT Dec 1997-Feb 1998
ZF 6 speed, Telma, Webasto, ABS, 49 recliners + courier, seat belts, radio/PA/cassette, 1/2 rear emergency exit, centre continental, mounted toilet, servery, crew compartment, double glazed side bays, brown moquette, exterior repainted white. Choice of 9.

VOLVO B10M Mk III VAN HOOL ALIZEE
First registered: 26.03.96. MoT: 12.03.98
ZF 6 speed, Telma, Webasto, ferry lift, 44 recliners + courier, seat belts, seat back tables, footrests, nets, headrest covers, radio/PA/cassette, monitors/video, air-conditioning, double glazing, curtains, burglar alarm. aircraft type lockers, table with lamp, continental door, toilet, servery, fridge, water boiler, drivers bunk, onboard phone, grey moquette, red/black exterior.

VOLVO B10M PLAXTON PARAMOUNT 3200
First registered: 17.06.83. MoT: 13.04.98
53 seats, manual gearbox, double glazed, power door, radio/PA/cassette, curtains, livery cream.

VOLVO B10M SALVADOR CAETANO ALGARVE
First registered: 29.03.93, 49 recliners, radio/PA/cassette, centre continental toilet, servery, patterned moquette, blue/white/red exterior, seat-belts, power door.

VOLVO B12R JONCKHEERE
First registered: 02.08.94.
71 recliner seats, double glazed, continental door, Telma, auxiliary heater, air cond, power door, toilet, radio/PA/cassette, seat belts, TV/video, drinks, fridge, alloy wheels.

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